The Hong Kong Daily Press.

No. 7011 號壹千零七十號 光緒庚辰年四月二十日 HONGKONG, FRIDAY, MAY 28TH, 1880. 英五月廿八號 香港 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

May 27, McNEAR, American ship, 1,308, Taylor, Cardiff 11th January, Coal.—P. & O. S. N. Co.

May 27, GLENORCHY, British str., 1,974, B. Quartly, London 14th April, and Singapore 21st May, General.—JARDINE, MATHESON & Co.

May 27, CHOP-SAI, Chinese revenue cruiser, from Canton.

May 27, GWALIOR, British steamer, 1,719, J. C. Babot, Bombay 7th May, Galle 14th, Penang 19th, and Singapore 22nd, Mails and General.—P. & O. S. N. Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

MAY 27TH.

Dale, British steamer, for Bangkok.

DEPARTURES.

May 27, EMMA, German sch., for Whampoa.

May 27, AMOY, British steamer, for Ningpo and Shanghai.

May 27, FU-YEW, Chinese str., for Shanghai.

PASSENGERS.

ARRIVED.

Per *Glenorchy*, str., from London, &c.—Messrs. Stockes, Vietch, Hermann, and David, and 420 Chinese.

Per *Gwalior*, str., from Bombay, &c.—For Hongkong from Southampton.—Mr. J. Sinclair. From Venice.—Mr. R. Wright. From Penang.—Lieut. Anson, and 2 Chinese for Amoy. From Singapore.—88 Chinese. For Shanghai from Southampton.—Mr. J. H. Johnson. For Yokohama from Singapore.—Mrs. Ruddle and Mr. Whitmore.

TO DEPART.

Per *Dale*, str., for Bangkok.—90 Chinese.

REPORTS.

The American bark *McNear* reports left Cardiff on 11th January, and had light, variable winds and calms from Anjer.

SAIGON SHIPPING.

May— ARRIVALS

8, Pearl, British steamer, from Singapore.
8, Minnie Carvill, Brit. bk., from Singapore.
9, Washi, French steamer, from P. Condore.
10, Serapis, British steamer, from Hongkong.
12, Anadyr, French steamer, from Hongkong.
17, Cassandra, German str., from Hongkong.
17, Quinta, German steamer, from Newcastle.
18, Sindh, French steamer, from Marseilles.

May— DEPARTURES.

5, Killarney, British steamer, for Hongkong.
5, Washi, French steamer, for P. Condore.
6, Iraouaddy, French str., for Hongkong.
10, National, French ship, for Belle Island.
11, Decima, German steamer, for Hongkong.
11, Pearl, British steamer, for Singapore.
11, Washi, French steamer, for Quinhon.
12, Anadyr, French steamer, for Marseilles.
14, Minnie Carvill, Brit. bark, for Hongkong.
18, Serapis, British steamer, for Hongkong.

SINGAPORE SHIPPING.

May— ARRIVALS.

15, Anadyr, French steamer, from Saigon.
15, Billiton, British steamer, from Billiton.
15, Cyrene, British bark, from Sunderland.
15, Charybdis, British corvette, from Labuan.
15, Burdwan, British ship, from Cardiff.
16, Star of the East, Brit. bark, from Cardiff.
16, Q. of the Seas, Brit. bark, from New York.
16, Astoria, American ship, from Shields.
16, Superior, British ship, from Cardiff.
16, Dinapore, British bark, from New York.
16, Lucy, British brig, from Samarang.
17, Japan, British steamer, from Penang.
17, Mecca, British steamer, from Calcutta.
17, N. Novgorod, Russian str., from Odessa.
17, V.d'Oliveira, Brazi. cor., from R. de Janeiro.
17, Banca, British steamer, from Olehleh.
17, Ganymede, British steamer, from Deli.
17, Ophir, Dutch steamer, from Deli.
17, Arizona, British ship, from Cardiff.
18, Cleator, British steamer, from Labuan.
18, Ruby, British steamer, from Palembang.
18, Castello, British steamer, from Swatow.
18, Malabar, Italian corvette, from Batavia.
18, A. L. Palmer, British sch., from Persian.
18, Baron Mackay, Dutch str., from Cheribon.
18, Tambora, Dutch steamer, from Penang.
18, Banda, Dutch steamer, from Padang.
18, Asia, Russian corvette, from Cronsdadt.
19, Curlew, British ship, from Cardiff.
19, Geelong, British steamer, from Hongkong.
19, Glenorchy, British steamer, from London.

May— DEPARTURES.

15, Louisa III., British steamer, for Penang.
15, Rainbow, British steamer, for Malacca.
15, Rosa, British steamer, for Sourabaya.
15, Pearl, British steamer, for Saigon.
15, Anchises, British steamer, for Hongkong.
15, Atholl, British steamer, for Calcutta.
15, Pontianak, British steamer, for Cheribon.
15, Salvadora, Spanish steamer, for Manila.
15, Kongsee, British steamer, for Bangkok.
15, Lanarkshire, British ship, for Marseilles.
17, Stentor, British steamer, for London.
17, Billiton, British steamer, for Pontianak.
18, Racehorse, Siamese bark, for Bangkok.
19, Ruby, British steamer, for Palembang.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(Per last Mail's Advice.)

Challenge	Bangkok	Mar.	25
Asterion	Bangkok	Mar.	31
Vale of Doon	Bangkok	Mar.	31
Glenlifer (s.)	Hongkong	Mar.	31
Philip Fitzpatrick	Hiogo	April	1
Werra	Manila	April	1
Rosenfeldt	Manila	April	1
Mohin	Saigon	April	1
Inch Keith	Saigon	April	1
Ben Rhydding	Saigon	April	1
Reina Mercedes (s.)	Manila	April	1
Eme	Shanghai	April	3
Agnes Sutherland	Saigon	April	3
Schiffswerft	Saigon	April	6
Johan Henrick	Saigon	April	6
Qotara	China Ports	April	6
Glaucus	China Ports	April	8
Gleuflinlas (s.)	Shanghai	April	18
Ulysses (s.)	China Ports	April	18
Henrietta Behn	Manila	April	16
H. Printzenberg	Manila	April	17
Jessie McDonald	Hongkong	April	19
Queen of India	Hongkong	April	19
Walter Siegfried	Manila	April	19
Athelstane	Manila	April	19

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

Niagara	Cuxhaven	Feb.	23
Grecian	Cardiff	Feb.	24
General Fairchild	Flushing	Feb.	24
Rossini	Cardiff	Feb.	28
Humber (s.)	Glasgow	Mar.	2
Highmoor	Flushing	Mar.	8
Prince Amadeo	Penarth	Mar.	9
Laskor	Cardiff	Mar.	11
Elizabeth Ostle	Bangkok	Mar.	12
Ricca Genova	Newcastle N.S.W.	Mar.	12
Raphael	London	Mar.	12
Janetta	Newcastle N.S.W.	Mar.	14
W. H. Conner	Penarth	Mar.	14
Elise	Cardiff	Mar.	16
Jamaica	Cardiff	Mar.	19
Quinta (s.)	Newcastle	Mar.	25
Emma J. Crowell	Cardiff	Mar.	30
Conqueror	Cardiff	April	6
Rosie Welt	Antwerp	April	7
Carricks	London	April	8
Asia (s.)	Hamburg	April	8
Johanna	Hamburg	April	9
South American	Cardiff	April	10
Oxfordshire (s.)	London	April	10
Meteor	London	April	16
Lord of the Isles (s.)	London	April	17
Menelaus (s.)	Liverpool	April	17
Kepler	Cardiff	April	17
Yangtsé (s.)	Marseilles	May	2

AUCTION SALES TO-DAY.

None.

BANKS.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

(INCORPORATED BY ROYAL CHARTER).

The following RATES of INTEREST are ALLOWED on FIXED DEPOSITS.

FOR 12 MONTHS, 5 % PER ANNUM.
FOR 6 MONTHS, 4 % PER ANNUM.
FOR 3 MONTHS, 2 % PER ANNUM.

H. H. NELSON, Manager.

Hongkong, 1st June, 1879. [11

NATIONAL BANK OF INDIA, LIMITED.

Registered in London under the Companies' Act of 1862, on 23rd March, 1866.

Established in Calcutta 29th September, 1863.

SUBSCRIBED CAPITAL ..... £933,000.
PAID-UP CAPITAL ..... £465,250.
RESERVE FUND ..... £35,000.

HEAD OFFICE:—
38A, THREADNEEDLE STREET, LONDON, E.C.

LONDON BANKERS:—
NATIONAL PROVINCIAL BANK OF ENGLAND.
NATIONAL BANK OF SCOTLAND.

All descriptions of Banking and Exchange business transacted.

INTEREST allowed on CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the daily balances; and on FIXED DEPOSITS according to arrangement—the maximum rate being 5 per cent per annum.

R. HORNE BOYD, Acting Manager.

Hongkong, 25th May, 1880. [1748

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated 7th and 18th March, 1848.

Recognised by the International Convention of 30th April, 1862.

CAPITAL FULLY PAID-UP ..... £3,200,000.
RESERVE FUND ..... £800,000.

HEAD OFFICE—14, RUE BERGERE, PARIS.

AGENCIES AND BRANCHES AT:
LONDON, MARSEILLES, LYONS, NANTES, BOURDON, BOMBAY, CALCUTTA, SHANGHAI, SAN FRANCISCO, HONGKONG, HANKOW, FOOCHOW.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Honkgong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the world, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT, Manager, Shanghai.

20th May, 1879. [10

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL ..... £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT, Acting Manager.

Oriental Bank Corporation,
Hongkong, 4th September, 1879. [13

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

CAPITAL ..... £800,000.
RESERVE FUND ..... £190,000.

Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

ON CURRENT ACCOUNTS, 2 % PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS.
FOR 3 MONTHS, 3 % PER ANNUM.
FOR 6 MONTHS, 4 % PER ANNUM.
FOR 12 MONTHS, 5 % PER ANNUM.

WILLIAM FORREST, Manager.

Hongkong, 10th May, 1880. [1911

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... 5,000,000 of Dollars.
RESERVE FUND ..... 1,500,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—The Hon. W. KESWICK.
Deputy Chairman—A. McIVER, Esq.
Adolf Andrée, Esq. | H. Hoppius, Esq.
E. R. Bellios, Esq. | F. D. Sassoon, Esq.
H. L. Dalrymple, Esq. | W. S. Young, Esq.
H. de Coucy Forbes, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
91 Hongkong, 28th April, 1880.

DENTAL NOTICE.

DR. ROGERS, now on a visit to Shanghai, will return to Hongkong early in the winter as usual.

Hongkong, 1st April, 1880. [32

CHINA OVERLAND TRADE REPORT, the COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,

Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail, contains the

LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS, together with the
POLITICAL AND GENERAL NEWS of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.

Hongkong, 3rd October, 1877.

NOTICES OF FIRMS.

NOTICE.

MR. C. STIEBEL has To-day been admitted a PARTNER in our Firm in Hongkong, Shanghai, and Yokohama.

REISS & Co.

Hongkong, 1st May, 1880. [824

NOTICE.

WE have This Day entered into PARTNERSHIP as SHARE and GENERAL BROKERS, under the Style of "COHEN and GEORG."

CHAS. C. COHEN.
ERICH GEORG.

Hongkong, 17th May, 1880. [1m840

NOTICE.

MR. HESIBRIGE JOHN JOHNSTONE CHAMBERS is This Day admitted a PARTNER in our Firm. Mr. THOMAS GITTINS, Jr., is authorised to SIGN the FIRM.

JOHN GITTINS & Co.

Foochow, 1st May, 1880. [880

TO BE LET.

TO LET.

TWO LARGE and COMMODIOUS ROOMS for Offices, PRAYA CENTRAL.

Apply to
EDUARD SCHELLHASS & Co.

Hongkong, 13th January, 1880. [139

TO LET OR TO LEASE.

THE DESIRABLE BUNGALOW, known as "CRONSET," at Victoria Gap, with Immediate Possession.

For Particulars, apply to

RUSSELL & Co.

Hongkong, 26th May, 1880. [1m889

TO LET.

ON Marine Lot No. 65, FIRST-CLASS GRANITE GODOWNS.

Apply to MEYER & Co.

Hongkong, 26th July, 1879. [380

TO LET.

THE BUNGALOW situated on MOUNT GOUGH, and known as "THE CLIFFES."

Apply to

H. A. WOOLNOUGH, Hongkong Dispensary.

Hongkong, 24th May, 1880. 879

TO LET.

THE TWO HOUSES, Nos. 14 and 16, STANLEY STREET, lately in the occupation of the Temperance Hall.

TWO ROOMS in CLUB CHAMBERS.

Apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 28th April, 1880. [41

TO BE LET (on Lease) for Building, a PIECE of GROUND, containing about 10,000 feet, at Spring Gardens, on Inland Lot No. 199, commanding a good view of the harbour.

Apply to BRERETON & WOTTON, Solicitors, 29, Queen's Road.

Hongkong, 5th February, 1880. [264

TO LET.

COMMODIOUS and DESIRABLE OFFICES on the Praya.

LANE, CRAWFORD & Co.

Hongkong, 6th February, 1880. [272

TO LET.

A FURNISHED HOUSE in CAINE ROAD.

Apply to

H. A. WOOLNOUGH, Hongkong Dispensary.

Hongkong, 27th March, 1880. [524

HOUSES TO LET.

THE DWELLING HOUSE, No. 9, MOSQUE TERRACE; Water and Gas laid on.

The "EYRIE" at VICTORIA PEAK, FURNISHED, with Good Tennis Lawn and Garden.

Apply to

LINSTEAD & Co.

Hongkong, 19th May, 1880. [179

TO BE LET.

SEA VIEW. TWO SIX-ROOMED HOUSES and a BUNGALOW in ELGIN STREET.

DAVIS & Co.

Hongkong, 20th May, 1880. [257

TO LET.

NO. 8, FLETCHER'S BUILDINGS, with Offices and Godowns attached.

"FAIRLEA," BONHAM ROAD, as a whole or divided, with separate entrances and Gardens, Tennis Lawn, &c.

"SHIRLEY," BONHAM ROAD.

Commodious GODOWNS and Water-side STORAGE.

DAVIS & Co.

Hongkong, 20th May, 1880. [281

TO LET.

THOSE HOUSES situated at QUEEN'S ROAD CENTRAL, opposite the City Hall, and known as the "Beaconsfield Arcade," suitable for shop and dwelling house. Water and Gas Pipes laid on.

Apply to HING KEE, Commissariat Buildings.

Hongkong, 11th March, 1880. [438

TO LET.

FOREIGN DWELLING HOUSES in the HOLLYWOOD ROAD, containing 6 Rooms and Out-houses.

Nos. 3 and 9, SEYMOUR TERRACE.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 8th April, 1880. [214

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL, PARIS, 1878.

Sold by all Stationers and Dealers.

LANE, CRAWFORD & CO. invite Inspection of SILVER and BRASS MOUNTED COB SIZE GIG HARNESS, which they have just received from F. MAWHOOD, Carriage and Harness Manufacturer, Shanghai. Prices, from $38 to $65, the Single Set.

They will also be glad to receive ORDERS for DOUBLE HARNESS of all descriptions, also BRIDLES, HEAD-STALLS, MUZZLES, SPARE REINS (Single and Double), STIRRUP LEATHERS, FETLOCK BOOTS, &c., and hope shortly to receive DESIGNS for CARRIAGES, &c., &c.

The above Harness is made of the best Leather and by English Workmen.

Hongkong, 4th May, 1880. [764

EDUCATION IN ENGLAND.

The Rev. R. G. SOPER, B.A. (London University), receives a limited number of YOUNG GENTLEMEN at "The Grove," Hoylake, near Liverpool.

A Sound Education is combined with home comforts and domestic care. Pleasant House and Grounds, in a most healthy locality at the sea side.

TERMS.—60 GUINEAS PER ANNUM, exclusive of extras. Special Arrangements for the Holidays. Reference kindly permitted to R. C. WILCOX, Esq. [tf

THE CHUNG NGOI SAN PO (Chinese *Daily Press*), PUBLISHED DAILY,

Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong, or from the different Agents.

Hongkong, 16th January, 1877.

AUCTIONS.

VALUABLE LEASEHOLD PROPERTY.

TO be Sold by PUBLIC AUCTION (if not previously disposed of by Private Sale),

TO-MORROW,

the 29th day of May, 1880, at 3 P.M., on the Premises, by

Mr. G. R. LAMMERT, Auctioneer,

under the directions of the Mortgagee, pursuant to a power of Sale reserved in an Indenture of Mortgage,—

All that PIECE or PARCEL of GROUND situate lying and being at Victoria in the Island of Hongkong, abutting on the North side thereof on the Queen's Road, and measuring thereon 140 feet, on the South side thereof on Government ground and measuring thereon 140 feet, on the East side thereof on Inland Lot No. 15, and measuring thereon 100 feet, and on the West side thereof on Inland Lot No. 56, and measuring thereon 100 feet, which said piece or parcel of ground contains in the whole 14,000 square feet, and is registered in the Land Office as INLAND LOT NO. 61, with the three substantial and well built DWELLING HOUSES thereon, held under a Crown Lease, dated the 23rd day of February, 1847, for a term of seventy-five years to be computed from the 9th day of July, 1844, and subject to the payment of the annual Crown Rent of $44 15s. 2½d.

The Property is well let to respectable tenants at a rental of $90 per Month, which is capable of great increase.

For further Particulars of the Property, and Conditions of Sale, apply to

BRERETON AND WOTTON, Solicitors for the Mortgagee.

Hongkong, 10th May, 1880. [803

PUBLIC AUCTION.

J. M. ARMSTRONG has been instructed to Sell by Public Auction, on

WEDNESDAY,

the 2nd day of June, 1880, at 11 A.M., at Her Majesty's Ordnance Stores, Queen's Road East, the following Unserviceable:—

GOVERNMENT STORES:—

BLANKETS, LINEN SHEETS, RUGS, COPPER, CORDAGE, CAST and WROUGHT IRON, LEATHER, COTTON, LINEN and WOOLLEN ARTICLES, STEEL, TIN, OLD PIPES, ZINC, CASKS, PACKING CASES, TIMBER, WHEEL-BARROWS, OLD STOVES, CEMENT BARRELS, WHIPS, GREAT COATS.

ALSO, SERVICEABLE:

ANKLE and WELLINGTON BOOTS, HAIR BRUSHES, SHOE BRUSHES; SHAVING, BUTTON, and BRASS BRUSHES, BUTTON-HOLDERS, COTTON and WOOLLEN NIGHT-CAPS, WOOLLEN COMFORTERS, LAMB'S WOOL and COTTON DRAWERS, FLANNEL VESTS and various MISCELLANEOUS ARTICLES.

TERMS OF SALE.—Cash on delivery in Mexican Dollars weighed at 7.1.7. All faults and errors of description to be at Purchaser's risk on the fall of the hammer.

C. E. VANSITTART, A.C.G., Commissary-General of Ordnance, China.

Ordnance Office,
Hongkong, 28th May, 1880. [903

G. FALCONER AND CO.,

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS, AND BOOKS.

No. 46, QUEEN'S ROAD CENTRAL.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [30

T. ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS.

RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED,
9, HOLLYWOOD ROAD.

341

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns, under European supervision; and VESSELS DISCHARGED alongside the Wharf on Favourable Terms, with quick despatch. Also entire GODOWNS to be LET.

937] MEYER & Co.

MURRAY AND LANMAN'S FLORIDA WATER.

CAUTION.

Having learned that large quantities of IMITATIONS of our FLORIDA WATER have recently been imported to Hongkong, we caution the Public against PURCHASING any that does not bear the name MURRAY and LANMAN on the label. Each bottle of the GENUINE is wrapped with a Pamphlet printed on paper which has the words "LANMAN and KEMP, NEW YORK" in Water Mark.

Messrs. METCHERS & Co. are our ONLY Agents for Sale of the GENUINE FLORIDA WATER at Hongkong.

LANMAN AND KEMP.

New York, March 25th, 1880. [3m826

STEAM LAUNCHES always ready for TOWING VESSELS to Sea or in Harbour. TOWAGE to WHAMPOA.

Rates cheaper than any other Firm.

Captains are invited to call personally.

SING LEE,
37, TUNG MAN LANE,
Fourth House on the right hand side.

SUNHING, DEALER IN SILKS,

Canton Gauzes, Embroidered Crape Shawls, Lacquered and Ivory Wares, Curiosities, Ornaments, Inlaid Chairs & Tables, China Ware, &c.;

GOLD AND SILVER JEWELLERS,
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 48A, QUEEN'S ROAD, HONGKONG.

FOR SALE.

CUTLER, PALMER & Co.'s CLARETS, at $13½, $9, $8, $7, $6, and $4½ PER CASE OF 1 DOZEN QUARTS.
SHERRIES, at $10½, $9½, $9, and $8½ PER CASE OF 1 DOZEN QUARTS.
CHAMPAGNE, at $13½ PER CASE OF 2 DOZEN PINTS.
CHAMPAGNE, at $12½ PER CASE OF 1 DOZEN QUARTS.
HOCK, at $9 PER CASE OF 1 DOZEN QUARTS.
BRANDIES, ***\

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, &c., FOR 1880,

With which is incorporated "THE CHINA DIRECTORY").

This Work, the ONLY one of the kind in China or Japan, is now in the

EIGHTEENTH YEAR

in its existence, and is NOW READY for SALE

It has been compiled from the MOST AUTHENTIC SOURCES, and no pains have been spared to render it THOROUGHLY RELIABLE, both as a Directory and as a Work of Reference on Commercial Matters.

Various additions have been made, tending to render the Work still more valuable for reference. The descriptions of each Port have been carefully revised, and the trade statistics brought down to the latest dates obtainable.

"The Chronicle and Directory for China, Japan, and the Philippines" is published in Two Forms:—Complete at $5; or with the Lists of Residents, Port Descriptions and Directories, Plan of Victoria, and Code of Signals, at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

MACAO.....Messrs. A. A. de Mello & Co.
SWATOW.....Messrs. Campbell & Co.
AMOY.....Messrs. Wilson, Nicholls & Co.
FORMOSA.....Messrs. Wilson, Nicholls & Co.
FOOCHOW.....Messrs. Hedge & Co.
NINGPO.....Messrs. Kelly & Walsh, S'ghai.
SHANGHAI.....Messrs. Hall & Holtz.
SHANGHAI.....Messrs. Kelly & Walsh.
NORTHERN & RIVER PORTS.....Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI.....The Oriental Trading Co.
HIOGO & OSAKA.....The O. and J. Trading Co.
YOKOHAMA.....*Japan Gazette* Office.
MANILA.....Messrs. Viuda de Loyzaga & Co.
SAIGON.....Mr. J. H. Bloom.
SINGAPORE.....Messrs. Sayle & Co.
BANGKOK.....Messrs. Malherbe, Jullien & Co.
LONDON.....Mr. F. Algar, Clement's Lane.
LONDON.....Messrs. Geo. Street & Co.
LONDON.....Messrs. Bates, Hendy & Co.

Daily Press Office, 13th January, 1880.

NOTICE.

A. S. WATSON AND CO.,

FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS,

PERFUMERS,

PATENT MEDICINE VENDORS,

DRUGGISTS' SUNDRYMEN,

And

AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED,

PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

HONGKONG DISPENSARY. [31

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Authors for publication should be written on one side of the paper only.

Advertisements which are not ordered for a fixed period will be continued until countermanded.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

The Daily Press.

HONGKONG, MAY 28TH, 1880.

THE report of the Superintendent of the Botanical Gardens and Plantations, reproduced elsewhere from yesterday's *Gazette*, will be read with considerable interest by the large number of residents who have watched the development of the Gardens and the progress of tree planting in the Colony. Under the fostering care of Mr. FORD, the Gardens have become most attractive resorts, and are a never failing source of delight to those who know anything of botany or have an eye for the beautiful in nature. Never have the trees and plants looked so flourishing as at the present time, long immunity from the ravages of typhoons having lent them strength and symmetry. The collection of plants has also largely increased, and the variety of foliage is especially pleasing. It is to be hoped that these botanical treasures will long be spared by the gales that now and again work such havoc on the island. The work of tree planting has been continued by Mr. FORD, and it is to be hoped that its results will soon be made apparent on the hill slopes. Those planted under Mr. CERNEAUX's superintendence were not very successful, for more than seventy-five per cent. seem to have failed. We can only imagine that they were either carelessly planted or else put in at a dry period of the season. A very large number of small trees have just been planted out by Mr. FORD, and they ought to get on well in the present moist weather. The suggestion thrown out by Mr. FORD that the Chinese should be encouraged to assist in the work of planting the island is well worthy of attention. The scheme drawn up by the Surveyor-General is a large and comprehensive one, that will, if properly carried out, soon produce very tangible results, but under any circumstances the task of reclaiming the island from sterility will be comparatively slow, and if the Chinese are willing to help it forward under such conditions as those sketched out by Mr. FORD, so much the better. The work of tree planting will, we trust, steadily progress, and the plantations thrive, in spite of typhoons and of the native grasscutters. A sharp eye ought to be kept on this class of people, who have ruined so many growing trees in the past. It is satisfactory to find that the Superintendent of the Gardens is making efforts to introduce variety in the foliage of the Colony, and that so many new kinds of trees have been successfully planted in the roads and streets. Mr. FORD laments—as who does not?—the disappearance of many fine trees during the last half-dozen years from sites upon which new additional houses have been crowded. This loss is not easily made good, but it will not be so much regretted when the grassy sides of the hills above the city are all clothed with young forests.

The delivery of the English mail was begun at 0.50 p.m. yesterday.

The British barque *Minnie Carvile* left Saigon on the 14th instant for Hongkong.

The Portuguese gunboat *Mandovi* left Singapore at daylight on the 20th inst. for Macao.

The number of steamers entered in the harbour of Hongkong during the year 1879 was 2,212.

The P. and O. steamer *Gwalior* arrived here yesterday, five days and five hours from Singapore.

It is notified in the *Gazette* that St. Paul's College Chapel has been licensed as a place for the celebration of marriages.

The United States corvette *Swatara*, Captain Sampson, left Singapore on the 17th instant for Siam, Saigon, and the China Station.

The Agents (Messrs. Jardin, Matheson & Co.) inform us that the steamer *Moray*, from Calcutta, left Singapore for this port yesterday.

The Agents (Messrs. Gibb, Livingston & Co.) inform us that the steamer *Lord of the Isles* left Singapore for this port on the 20th instant.

The *London Gazette* contains the promotion of Governor Hennessy to the rank of Knight Commander of the Order of St. Michael and St. George.

The *Oceania* states that Senor Mencarini, formerly Spanish Consul at Singapore, and now Consul at Hongkong, has had the White Cross of Naval Merit conferred on him by the Spanish Government.

The turret ironclad *Wivern*, Captain J. G. Jones, from Plymouth, with dates to the 13th March, via Gibraltar, Malta, Port Said, Aden, and Point de Galle, anchored in the roads at Singapore on the 20th instant, *en route* to Hongkong, where she will be permanently stationed as a floating battery.

It is notified in the *Gazette* that His Excellency the Governor has been pleased to recognise provisionally and until Her Majesty's pleasure be known, Mr. Lorenz Poesnecker as Consul for Sweden and Norway. It is also notified that the same gentleman has been recognised in the same way as Consul for Denmark.

The following were the vessels on the berth at home, for Hongkong, on the departure of the last mail, April 23rd:—At London.—Steamers.—*Fleurs Castle, Glenfalus, Glenifer*, and *Yorimomo Maru*. Sailing vessels.—*Oldbridge* and *Titania*. At Liverpool.—Steamers—*Hector* and *Glaucus*. Sailing vessel.—*John A. Briggs*. Sailing vessels at Cardiff.—*Orwell, Annie H. Smith*, and *Alma*.

The Brazilian steam corvette *Vital d'Oliveira* arrived at Singapore on the 17th instant. Her registered tonnage is 900, and she carries 10 guns. She is under the command of Captain Julins Noronha, and has on board their Excellencies Admiral da Silva Mota and Senor Coltudo the Brazilian Minister to China. The *Vital d'Oliveira* left the roads on the 20th for Hongkong.

A concert will be given in the Temperance Hall this evening, to commence at half-past eight o'clock. The following is the programme:—Pianoforte Solo; Song, "The Empress of the Wave"; Song, "The Stirrup Cup"; Song, (Comic); Recitation; Song, "I've brought thee an ivy leaf"; Pianoforte Solo; Song, "Polly"; Song, "The Village Blacksmith"; Song (Comic); Song; Reading.

The *Penang Gazette* says—Those who knew him while here will learn with deep regret that the captain of the missing training-vessel *Atlanta* is supposed to have been Captain Stirling, who as commander of H.M.S. *Thistle* did such good service in the Perak war when, in charge of the Naval Brigade, he advanced up the river with General Colborne and branching off on shore assisted in the capture of Kinta. He also, we think, was engaged in the quelling of the disturbance at Sungie Ujong, under Colonel Anson's orders, was specially mentioned for his exertions during these campaigns and promoted to a post-rank in consequence.

The following were the current rates of freight for vessels on the berth at home on the departure of the last mail, April 23rd:—Per Conference steamers.—To Hongkong or Shanghai, £1 15s. weight, and £1 5s. measurement; to Hankow or Nagasaki, £2 5s. weight, and £1 15s. measurement; and to Yokohama, £2 weight, and £1 10s. measurement. Per China and Japan Shippers' Association. No steamer. Per sailing vessels.—To Hongkong, £1 7s. 6d. weight, £1 5s. measurement; to Shanghai, £1 10s. weight, £1 measurement; and to Yokohama, £1 12s. 6d. weight and £1 5s. measurement. The current quotations for coal were as follow:—From Wear or Tyne, per keel.—To Hongkong, £27; to Shanghai or Yokohama, £31.

H.I.R.M. steamer *Asia*, Captain Amassoff, bearing the flag of Rear-Admiral Aslombegoff, from Cronstadt with dates to the 2nd November, arrived at Singapore on the 19th inst. The *Asia* is a vessel of 2,500 tons, carries 8 guns, with a complement of 250 men, and is the new flag ship of the Russia Squadron in China and the Pacific. The *Straits Times* says Rear-Admiral Asfanbegoff intends making a stay of about eight days in Singapore, and is at present staying in the garden house of the late Mr. Whampoa in Serangoon-road. The Russian ironclad *Minin* was expected hourly. The same paper says it is stated that from ten to fifteen Russian war vessels will be despatched to Chinese waters, instead of five, as at first announced. The whole flotilla will be placed under the command of Admiral Butakoff, and will comprise the iron frigate *Duke of Edinburgh*.

A return of the number of cases tried and actions commenced in the Supreme and Vice-Admiralty Courts of Hongkong during the year 1879 is published in the *Gazette*. In Summary Jurisdiction there were 1,246 cases, the sums claimed amounting to a total of $162,067.74. 477 of the cases were settled without trial, in 574 judgment was given for the plaintiff ($61,370.03), in 75 for the defendant, in 15 a non-suit was entered, and 93 were struck out, leaving 11 remaining in dependence. In Original Jurisdiction 56 cases were entered, the amount claimed being $536,743.24. 17 were settled without trial, in 10 judgment was given for the plaintiff ($96,683.34), in 1 a nonsuit was entered, 2 were struck out, and 26 remain in dependence. In Bankruptcy there were eight case, all of which remain in dependence. The Assets in Schedule were $44,468.76, debts, $403,895.17, assets valued at $400,173.69. 65 probates and letters of administration were granted. In Vice-Admiralty there were 5 cases before the Court, the amount claimed being $13,715.97; 2 were settled without trial and in 3 judgment was given for the plaintiff.

The following is the latest piece of news from the new settlement on the north-east coast of Borneo:—On the 13th March the first boat ever built under European supervision in North East Borneo was launched in Sandakan Bay. It was a delightful day, and the occasion being considered a festive one, a good many people, both men and women, in gay and holiday attire were there. At 12 o'clock punctually, Mr. Suits, the Chief of the Police, an old Shanghai-ite, gave the word, and the craft gallantly took the water. A young native girl, the sole passenger, smashed a bottle of champagne on the deck in the most approved style and proclaimed the boat to be the *Eclerie* amidst loud acclamations; but then, finding herself all alone in the boat floating out to sea, began to bawl loudly for assistance, whereupon half a dozen of those water-babies, the Scolocs, plunged in to her assistance and she was brought ashore in a very flushed and triumphant condition. The *Eclerie* is intended for trips outside, but there will shortly be ready a boat built after the model of a Shanghai house-boat—meant for pleasure excursions up the various rivers that run into the harbour; and from an adjoining yard two sea-going schooners will shortly be turned out. The trade of the place is increasing too, and altogether there have been four diffe ent steamers in port this month as well.—*Straits Times.*

The following items are extracted from the *London and China Express* of the 23rd ult.:—

His Excellency Chen Lan Pin, with the Secretary, Woo-li-tang, has arrived in Paris from Madrid.

The Austrian Lloyd Company have resolved on continuing their line of steamers between Trieste and Singapore, to Hongkong.

We have received telegraphic advices from Paris to the effect that Mons. de Roquette has been appointed successor to Mons. de Geoffroy as French Minister in Japan. Mons. Roquemartine, at present assistant interpreter to the French Legation at Tokio, has been transferred to Bombay.

We are authorised to state that there is no foundation for the statement that the Banque de Paris has negotiated a loan for the Japanese Government.

The gunboat *Growler*, homeward bound from the China station, left Aden on the 10th April. The appointment of Commander W. M. Lang to the *Kestrel* is gazetted.

The distinction of Companion of the Bath, Civil Division, has been conferred upon Sir Julian Pauncefote, Assistant Under Secretary of State for Foreign Affairs.

Mr. Paul Pickenpack, who, we understand, will be the future Consul for Siam in Germany, was received on the 18th inst. at Berlin by Prince Karl and Prince Wilhelm, and, in the name of H.M. the King of Siam, delivered to them the decoration of the Grand Cross of the Siamese Crown. Subsequently Mr. Pickenpack had the honour of dining with Prince Karl.

The latest mail advices received home were:—Yokohama March 8th, Shanghai 12th, Foochow 12th, Manila 14th, Hongkong 17th, Batavia 20th, Saigon 22nd, and Singapore 25th. The French mail, with the advices dated as above, was delivered, *viâ* Naples, on the 22nd instant, one day late. There are no later advices from Japan, *viâ* San Francisco. The next inward mail, was despatched from Alexandria for Brindisi, per P. and O. steamer *Ceylon*, this morning, its due date.

The *Zephyr*, 4, 534-horse power, composite gun vessel, has been ordered to Sheerness to be refitted for surveying service on the China station. The *Flying Fish*, 4, composite screw sloop, which was commissioned at Sheerness on the 15th instant, is being got ready for her departure as early as possible for surveying service in China. The subjoined appointments to the *Flying Fish* are gazetted:—Lieutenants: R. F. Hoskyn, E. H. Bayley, A. Channer, H. A. Warren, and George W. Gubbins; Staff-Surgeon R. V. McCarthy; Paymaster H. C. Jenkins; Chief Engineer James Stephens; Assistant Engineer J. G. L. Baker.

Viscount Silva Carvalho, better known as Captain Graça de Silva Carvalho, of the Portuguese Royal Navy, who was for many years in Macao in command of the war lorcha *Amazona*, died in Lisbon on the 13th April, and was buried the next afternoon with all honours and military display. A telegram was received in Lisbon on the 13th April announcing that Captain Lucrecis Ribeiro da Costa, in command of the Portuguese transport *India*, now on her way to Macao, committed suicide in Singapore on account of his vessel having come into collision with a Swedish barque at the Cape of Good Hope, which was sunk, and the Portuguese Government had to pay £9,000. The loss of these two good officers to the Portuguese Navy is much regretted here.

Advices from St. Petersburg state that the Government contemplates fortifying the western portion of the Amoor territory in view of possible complications with China. It is situated some 4,000 kilometres from Ekaterinburg, and separated from the rest of Siberia by mountain ranges, across which there is not a single practicable road. On the other hand, the Chinese command easy access to their lines of frontier and defence. These and other considerations have decided the Russian Government to adopt a system of defence of the Upper and Central Amoor at Blagoveshtschensk, opposite the mouths of the Ussuri and Sungal, and to increase the flotilla on the Amoor. There is no later intelligence to hand regarding the probable upshot of the dispute between Russia and China, nor has anything transpired as to the course of the Tekke campaign.

The new Spanish steamer *Jorge Juan*, which was lately launched by Messrs. A. M'Millan and Son, Dumbarton, for Messrs. Olano, Larrinaga and Co., Barcelona, went down the Clyde on the 15th inst. for a trial of her engines. The principal dimensions of this vessel are:—Length, 220ft.; breadth, 30ft.; depth, 18ft. She has been fitted by Messrs. Bowan, of Glasgow, with engines having cylinders 29in. and 50in., with a stroke of 3ft. The trial was in every way satisfactory, everything having worked with the greatest smoothness. The *Jorge Juan* is handsomely fitted up for about thirty first-class passengers, the sleeping accommodation for whom is provided for in large state-rooms underneath the main deck, and the dining-saloon being in a house on the main deck—this special arrangement having been considered necessary for the extreme heat which is generally experienced in trading in the China Seas, where this vessel is intended to take up her station.

Speaking at the annual meeting of the Army and Navy Institute at Gosport, on the 19th instant, the Commander-in-Chief at Portsmouth (Admiral A. P. Ryder), who was in the chair, said when he was on the China station he was glad to find that the admirable work of providing institutes, or homes, or whatever they might be called, for soldiers and sailors, had spread out there in a wonderful manner. There was not a single port on that station of any consequence which did not possess an institute of some kind, and sometimes they were conducted on total abstinence principles. In one town there were no less than three such places—a sailors' home, which from its situation was almost entirely used by merchant seamen; a temperance home, intended for seamen, soldiers, and marines; and and a sailors' club, which was not a temperance institution, but was very well managed. He mentioned these facts to show that the feeling in favour of such institutions had extended throughout the world; and he was excessively pleased to find that in Gosport they had an institute which, if it were not altogether supported as it ought to be, was at any rate fairly thriving, and doing a thoroughly useful work.

POLICE COURT.

27th May.

BEFORE THE HON. NG CHOY.

BREACH OF OPIUM ORDINANCE.

Tsang Fuk Hing, a rent collector, was charged with having a quantity of prepared opium in his possession without a permit.

The prisoner said he was a new comer and did not know the law.

Fined $25, in default one month's imprisonment with hard labour, the opium to be forfeited.

TRESPASSING.

Ng Shing, a seaman, was charged by Sergeant Grant with trespassing on Stonecutter's Island and taking sand therefrom.—Fined $1, in default two days' imprisonment.

FIGHTING.

Chan Afuk was charged with fighting, with a number of others not in custody, at the mat shed theatre, at Shau Ki Wan, on Wednesday night.—Fined $1, in default two days' imprisonment.

AN ASSAULT.

Chung Ahou was charged with assaulting a coolie in a brothel.

The complainant was sitting in a room in a brothel, when the prisoner threw a piece of wood at him from outside and struck his head, making it bleed profusely. The prisoner then left. Yesterday morning the prisoner returned to the brothel and the complainant gave him in custody.

Fined $5, in default fourteen days' imprisonment with hard labour.

In 1712 it was predicted that a comet would appear on a certain day and hour, and that afterwards the world would be destroyed by fire. This was generally believed, and when the comet did appear as predicted, many were much frightened, some thinking the day of judgment was at hand. A number of persons got into boats and barges on the Thames because they thought water was the safest place, and a vessel's captain threw all his powder overboard, that the ship might not be endangered. The price of stocks fell, and the head directors of the Bank of England issued orders to all the fire-offices in London, telling them to keep a good look-out, and have a particular eye on the bank.

Here is a good story of the Bishop Wilberforce. Complaints were made to his lordship that a certain curate in his diocese gave offence by driving a tandem. The bishop summoned the peccant curate to his presence, and questioned him. "Well, my lord," answered the curate, "it is perfectly true, but I cannot see that there is any more harm in my driving two horses tandem then in my vicar's driving two horses abreast as a pair." "What you say is very reasonable," replied the bishop, "indeed, it is almost unanswerable; and yet, perhaps, I can show you by means of a little illustration that there is some difference. For example, you must admit that there is a great difference between putting your two hands so [placing the palms of his hands together in an attitude of prayer] and so [spreading out the fingers and applying the thumb of one hand to his nose, and the thumb of the other to the little finger of the first]." The curate, we believe, recognised the force of the illustration.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY'S LINE.]

LONDON, 26th May.

THE DERBY.

The following is the result of the running for the Derby:—

Bend Or 1
Robert the Devil 2
Mask 3

[Very different is the result of the Derby as compared with the "Guineas" in regard to the quality of the first flight past the post, the three colts above-named being probably the very *crême* of the thorough-bred three-year-olds now in existence. The winner, Bend Or, the property of the Duke of Westminster, and trained by Peck, at Russley, had many engagements as a two-year-old and was never beaten; Bend Or is a chesnut colt by Doncaster, out of Rouge Rose. Robert the Devil, a bay colt by Bertram, out of Cast Off, is owned by Mr. C. Brewer, and is trained by Blanton, at Newmarket; he only started twice as a two-year-old, but won both events. Mask, who belongs to Prince Soltykoff, and is a chesnut colt by Carnival, out of Meteor, was also a clipper on the T.Y.C., and landed many a good stake. Mask is also in Blanton's stable.—ED. *D.P.*]

THE BOTANIC GARDENS.

The following is the report of Mr. Ford on the Botanic Gardens, which appears in yesterday's *Gazette*:—

SIR,—I have the honour to forward my report on the Botanic Gardens and Tree Planting Department.

2.—Thinking that it would be interesting to know the number of visitors to the Gardens, I had all who entered on two days in March, 1879, counted, and the result was as follows:—

	CHINESE.	OTHERS.	TOTAL.
First day	535	190	725
Second day	1,339	826	2,165

Rain fell during the greater part of the first day, which accounts for the smaller numbers, but which shows that even then the Gardens were a source of much pleasure. The result of the second day's counting represents about the number of visitors usually frequenting the Gardens in fine weather.

3.—The general appearance of the Gardens has been decidedly in advance of previous years. This was owing considerably to the weather, the rains during the past summer having been unusually regular, and no heavy downpours having occurred to damage the walks and beds. Besides, the workmen are becoming better trained to their work and appear to take much more interest in it, although it requires an immense lot of careful and constant direction to keep them working up to the standard which I am anxiously desirous they should reach. The boys, nominally called apprentices, but only being so in the sense that they are employed at the age that apprentices are taken, and that they are carefully instructed in garden operations, are giving great satisfaction.

4.—The collection of Cacti which has been made and is now very fairly represented, continues to thrive well. All the plants of the orders Amaryllidea and Liliaceæ, consisting of Agaves, Yuccas, &c., which were growing amongst the Cacti, have been carefully transplanted and formed in two collections, keeping the two orders distinct.

5.—On the sides of the walk next to the Fountain Terrace the trees of Grevillea robusta, the Australian "Silky Oak," have made excellent progress and now form a very effective avenue. The trees were planted when they were one year old—in 1876—and they are now about thirty feet high.

6.—Near the Fernery in the Old Garden a collection of Orchids indigenous to Hongkong has been made.

7.—Many of the more beautiful and interesting plants of this Colony have been introduced to the Gardens, and I am now continuing this work. The beautiful and rare Rhododendron Championi has been propagated and introduced to cultivation during the past year. Most of the species of Hongkong Oaks are now well established in the Gardens. The Hollies, of which there are 6 indigenous species, are being introduced.

8.—The collection of Coniferous trees in the New Garden has been partly rearranged this year. For want of more space the number of these plants cannot be increased much farther.

9.—As with the Conifers, so also the Palms have quite filled the ground which was set apart for this family, and, excepting very dwarf kinds, no more can be planted in the New Garden, but as Palms are so interesting and beautiful, and such general favourites, it would be desirable to find other places for new introductions.

10.—The Fernery in Glenealey Ravine in the New Garden, which was made about five years since, has succeeded admirably. During the past year nearly all of the Ferns were labelled, but I much regret that it has been found almost impossible to keep the labels in their places, they are either frequently removed and misplaced or taken away entirely. The walk through this Fernery being such a public thoroughfare between the Robinson and Caine Roads, it will, I think, be better to make the Fernery in the Old Gardens, the one for the labelled Ferns.

11.—The glass-roofed Fern and Orchid house, which has done good service, is in a very decayed condition, the material, wood, of which it is constructed, is quite unfit in a climate like this where white ants, in combination with the moisture which is requisite for the cultivation of plants, work such ruin. This house is undergoing repairs sufficient to keep it standing for a little time, but if the Government could see fit to sanction the erection of a more ornamental house in a better situation in the Garden, it would, I am sure, be much appreciated by the public.

12.—By His Excellency the Governor's instructions, I designed and had constructed a Fence of iron set in granite on the very of the precipitous banks near the Palmery, and on the side of the walk leading from Glenealy Ravine to the monkies' house. Before this was erected it was extremely dangerous to children walking near those places.

13.—The Garden Rules and Regulations on the notice boards at the entrances, which were formerly lettered in English only, have been translated, in the Chinese Secretary's Department, and lettered in Chinese also. In consequence, the Chinese visitors who are not acquainted with English now give next to no trouble.

14th paragraph gives a list of the plants which have flowered in the Gardens for the first time. The list gives the names of 56 genera and 66 species.

15.—Since my return from leave of absence in England, the labelling of plants in the Gardens has been proceeded with as fast as circumstances permitted.

16. Interchanges of plants and seeds have been actively carried on with various Gardens and correspondents in British Colonies, England, and other countries.

17.—The number of plants sent out was 3,687, and of packets of seeds 295 to 48 recipients, included in 68 consignments.

18.—The contributions were 903 plants and 233 packets of seeds from 31 different sources; of these the principal were:—

At Hoep, Compradore Messrs. Butterfield & Swire—Chinese Fibres. Captain Alderton—Choice ornamental Japanese plants, and seeds of Pinus Massoniana. L. A. Bernays, Vice-President, Queensland Acclimatisation Society—Three Wardian cases of orchids, palms, ferns, and various plants; and three consignments of seeds, including a large quantity of Eucalyptus citriodora. E. Brand, Shanghai—Geraniums. J. D. Carroll, Kobe, Japan—Japanese plants. H.E. Vice-Admiral, Comte, K.C.B.—Marattia sp. from Perak. Chew Chee Bee—Chrysanthemums. Jules de Cock, Ghent, Belgium—Collection of seeds of annuals. D. R. Crawford—Geraniums from Shanghai. Major Deare—Manila orchids. Arganee Framjee—Plants of Jasmine. Dr. Gerlach—Coleus, Croton, Pandanus, and various plants from Duke of York's Island. Messrs. Haage and Smidtt, Erfurt—Plants of Epiphyllum, and Cereus, seeds of Solanum, &c. Lady Pope Hennessy—Japanese Conifers, Rhododendrons, and Azaleas. Dr. H. F. Hance, Canton—Seeds Wilkstromia, Zingiber, Cycas, Allanthus glandulosa. Sir J. D. Hooker, Royal Gardens, Kew—Four consignments of seeds, including Euchlaena luxurians, Papaya microcarpa, Cytisus proliferus, palms and various other kinds. Walter Hill, Brisbane Botanic Gardens—Seven Wardian cases containing fine plants of Acrostichum grande, A. alciocorne, Dendrobium Hillii, ferns, palms, and various useful and ornamental plants, and seeds of Eucalyptus citriodora, fodder grasses, &c. Adolph Holland, Foochow—Bamboos "mow chuk." J. D. Humphreys—Seeds of trees, shrubs, and annuals. Captain Johnson—Orchids. His Excellency Kureda, Japan—Japanese Conifers and Azaleas. His Excellency Matsugata, Minister of the Interior, Japan—Valuable Japanese plants. Charles Maries—Collection of Japanese plants and seeds. H. J. Murton, Singapore Botanic Gardens—Two Wardian cases, Garcinia Hanburyii, Willughbeia martabanica, Bolbophyllum Beccari, and valuable palms, ferns, and other plants and seeds. C. J. Paseding—Case of ornamental plants. T. P. Poste, Tokio—Seeds, Hechima (Luffa cæyptinea) and roots "Wagaba." F. Rapp—Begonias, Gloxinias, and Acacias. A. G. Romano—Coleus and Geraniums. T. Sampson, Canton—Cheilanthes myaurensis, Ancilema Loureiri, seeds Liquidambar formosana, Glyptostrobus heterophylla. A. F. Smith—Seeds, annuals. W. F. Sharp, Sec., Municipal Council, Hankow—Adiantum capillus veneris. H. S. Tiffen, New Zealand—Ferns and N. Z. shrubs. Señor Don Sebastian Vidal, Manila Botanic Gardens—Wardian case orchids.

19.—Thanks are particularly due to Messrs. Gibb, Livingston & Co., the Agents of the E. A. R. M. S. S. Company, for their great kindness in conveying plants and seeds free of cost, to Messrs. Sassoon, Jardine Matheson & Co., Douglas Lapraik & Co., and the Canton Steamboat Company for li e kind services; and also to the captains and officers of the many steamers for the care which has been bestowed on the various consignments.

20.—Rhagodia hastata, the "salt bush" of Australia, which cattle and sheep feed upon during droughts, has been introduced and planted on the hills for trial; it has grown vigourously during the past dry season, and will probably be useful in future for fodder, which is much required by cow keepers in the dry season.

21.—Euchlaena luxurians, a new fodder grass, was received from Kew Gardens, and grown last year. Under cultivation it grew very rapidly and reached a height of 15 feet, but plants which were planted on the hill-side and left to themselves only attained 5 feet high and were yellow and sickly. For our soil I think it is unsuited.

22.—Another Shrub, indigenous to the Canaries and called "Tagasaste" (Cytisus proliferous) is said to be much liked by goats and cattle. Seeds of it have been received from Kew Gardens and plants raised from them have just been planted on the hills.

23.—In consequence of the change announced by His Excellency the Governor in Council on November 6th, 1879, which restored the Botanical Department to independency and entirely disconnected it from the Survey Department, the business of this Department has been much facilitated and increased in usefulness. The working of the Tree Planting Establishment, with Chinese assistants only, has given me much satisfaction.

24.—With the contemplated extension of usefulness which is desired from these Gardens, similar to the work done by other Botanical Gardens, I shall endeavour to accomplish, with the aid that is always accorded to institutions of this kind, the work that is expected from us. I would take this opportunity of inviting the aid of all persons interested in Botanical work. Persons travelling, or located in different parts of China, frequently opportunities of obtaining information on vegetable products, and of collecting plants and seeds, which I should be pleased to receive so as to make these Gardens the "head-quarters of investigation, whether scientific or merely utilitarian, into Chinese vegetation," as suggested by Sir Joseph D. Hooker.

25.—As showing the good which Botanic Gardens may do for the different British dependencies as well as for their own respective colonies or countries, I extract the following remarks from Sir Joseph D. Hooker's Report for the year 1878 on the Royal Gardens, Kew:—"Exchanges and correspondence are constantly maintained between Kew and the numerous Botanic Gardens which exist in British dependencies. This constant intercommunication is, on the one hand, indispensable to the maintenance and profection of the Kew Collections, on the other hand, it is of great advantage in facilitating the exchange from garden to another of the vegetable products of different parts of the Empire. I am anxious, however, to see the Botanic Gardens establish to a greater extent than at present, a chain of independent interchanges, which would increase their own usefulness and enormously facilitate the work which is done at Kew. We have attempted, for example, to send plants to Fiji, but with but little success, on account of the great distance. Any particular plant could, however, be established in Ceylon, with moderate difficulty, from thence it would be sent to Singapore and so on to Brisbane and Sydney, and finally to Fiji. At each successive stage, in case of a failure, the difficulty of renewing the attempt would be much smaller than if it were necessary to start afresh from Kew. I am the more led to make these remarks from having had my attention repeatedly drawn by applications made to Kew from residents in the colonies, to the fact that some of the most important functions of a colonial Botanic Garden are often apt to be lost sight of. Such institutions are obviously likely in most cases sooner or later to develop into the pleasure grounds of the towns and cities near which they are situated. But without disparaging their public usefulness in this respect, it is important that their primary function of promoting the botanical interests of their respective colonies should not be forgotten. That there is some risk of this happening, I can only assume from the constant applications made direct to Kew for information, seeds or plants which it is clearly the business of the Botanic Garden of the applicants' colony either to supply or procure. This leads to another point. No colonial garden can discharge its functions efficiently if the superintendent does not occasionally make journeys with a view to discovering new and interesting plants for the purpose of interchange with other Establishments. But the demands made upon his time often prevent the superintendent attending to this part of his duty, which is so important in keeping up an imperial system of exchange, besides promoting the interest of the garden under his charge, and varying the monotony of a life of unintelligent routine. I am afraid that this is sometimes overlooked, by the local governments and managers; one superintendent is tied by meteorological observations, another by growing vegetables for sale. In every case where some obstacle of this kind is allowed to override the legitimate freedom of action of the superintendent, I am convinced the interests of his establishment suffer in a variety of ways, and that the policy is a short-sighted one."

26.—Dr. Gerlach very kindly allowed me to send a coolie, with his expedition up the North River, to collect plants for this establishment. Besides many plants which were valuable additions to our Gardens, the following new species were discovered:—Astor Gerlachii, Hance; Dichadrona sp.; Senecio phalacrocarpus, Hance; Cheilanthes (Adiantopsis) Fordii, Baker; Asplenium (Euasplenium) fuscipes, Baker; Polypodium (Niphobolus) calvatum, Baker; Polypodium (Phymatodes) Cantoniensa, Baker.

27.—The collection of plants for the "hortus siccus," or herbarium, which I have made during the last nine years, has been rearranged and labelled according to Bentham's classification in the "Flora Hongkongensis," and placed in cabinets made for the purpose. A dried collections of the plants cultivated in the Gardens has been commenced; and another one of Chinese plants not indigenous to Hongkong. In this work, as well as in contributing living plants and information on Chinese vegetable productions, persons resident in different parts of China could render good services to botanical science by collecting and presenting dried specimens of plants in flower and fruit, which I would gladly receive and make use of.

28.—When the Swedish *Vega* Expedition was here on its way home, a collection of nearly 200 species of South Chinese dried plants was prepared here, and presented by His Excellency the Governor to Professor Nordenskiold for the Expedition.

29.—Very valuable assistance has been rendered by the Royal Gardens, Kew; Dr. H. F. Hance, F.L.S., H.B.M.'s Vice-Consul at Whampoa; and Mr. Theo. Sampson, of Canton, in botanical work; by the two former in the identification of plants, &c.; and by Mr. Sampson in the contribution of nearly 200 dried specimens of Chinese Plants which I have placed in the herbarium. Upwards of 50 dried specimens of plants have been sent to correspondents for botanical investigations.

ZOOLOGICAL COLLECTIONS.

30.—The Aviaries and Monkies' House are in a very dilapidated state and require thorough repairs or rebuilding. The Monkies' House is in a very bad situation for the welfare of the monkies. In consequence of its shaded position sufficient sunlight cannot be obtained to keep the animals in good health. All of the buildings are made of wood and are being constantly destroyed by the monkies and birds biting and pulling them to pieces. The most economical thing would be to re-erect the buildings of more durable material, if the Zoological collection is to be maintained in these Gardens. It would probably be better if a site could be obtained elsewhere for these things, and some more additions made to form a fairly good small collection of animals for the amusement and instruction of those people who are fond of such things.

31.—The following were the contributors and their donations to this Department:—Eastlacke, F., one python; Ellis, Captain, two wallabies; Hancock, W., three pythons; Quincey, W., one cockatoo; Wharry, Dr., two kites; Whitehead, W. T., one Siamese honey bear.

TREE CULTIVATION.

32.—In this Establishment there is not much for me to report on as to what has been done, in consequence of the management of the tree-planting and plantations having been so short a time in my hands, since my last Report on the work was furnished. On the eve of my departure for England, in February, 1877, I submitted a Report, which was, however, not published, but it was a source of gratification to see that it bore good fruit, as the Surveyor-General, the Honourable Mr. Price, who was acting for me during my absence, in compliance with His Excellency Governor Sir John Pope Hennessy's wishes, drew up a Report on an extended scheme of tree-planting and was able to make use of many of the statistics which my Report supplied. The management of the tree-planting remained in the hands of the Surveyor-General, assisted by Mr. Cerneau during most of the time, from February 1877, until December 1879, when it was restored to me. Therefore, for this period, I cannot do more than refer generally to what has been done, not being in possession of details and statistics.

33.—In 1878, which the increased vote which was granted for tree-planting, it appears that many new large nurseries were made and a great number of seedlings of Pinus sinensis reared, about half of which were planted on the hills in 1879, and the other half, with the exception of those planted this year, remain in the nurseries until the time arrives for planting them also. The seedlings in the nurseries which been prepared this year, since the management was restored to this Department, all look very promising.

34.—Although nurseries will always be necessary for rearing trees in for certain purposes, especially for trees of other kinds than Pinus sinensis, which I purpose to introduce, now that the plantations of the latter are sufficiently large to afford the requisite shelter to other species requiring protection for a few years, still they will probably not be essential on so large a scale as was commenced in 1878.

35.—British Colonial Governments only introduce new cultures and then, when they are shown to be profitable, expect private individuals to pursue them. This may not unreasonably be applied now to some extent to the planting of this Island. There are a number of Chinese here who are anxious to do something in this way if the Government will give them the necessary encouragement. The rough outline of the scheme would be that the planters should have certain districts allotted to them, that they should plant the ground with trees—certain portions of land to be allowed them for other cultures as vegetables, fruit trees, pine-apples, and possibly tea to a small extent, and that the planters should have the thinnings of the plantations for a certain number of years, say 10 or 15, at the expiration of which, the plantations, with a certain number of trees per acre in them, should be resumed by the Government. In the execution of this scheme proper rules would have to be drawn up and observed by both parties. A plan of this kind, I think is quite feasible.

36.—To afford more variety to the trees bordering streets and roads I planted in 1875 and 1876, trees of the following kinds which have succeeded:—Castanospermum australe (Moreton Bay Chestnut), Putranjiva Roxburghii (an

would otherwise have come to us. Ghazni itself is in a wretched condition, and the walls in absolute disrepair. It could not now stand for an hour against modern artillery.

BOMBAY, 26th April.

Sir D. Stewart's victory has caused great satisfaction in England.

The barque *Seaforth* landed in Bombay on Saturday, sixteen of the crew of the steamer *Amelia* wrecked at the Laccadives.

ALLAHABAD, 27th April.

The following particulars of the action at Charasiab are to hand:—

In consequence of the belief that the Logaries were assembling, Lieutenant Colonel F. H. Jenkins got the Guides under arms an hour before daybreak. The camp was pitched east of Charasiab on the plain, and distant 1,300 yards from the nearest hills. Daybreak showed the enemy, in number from 2,000 to 3,000, occupying the hills to the east of the camp with many standards planted. Large bodies of men were also seen coming from Zabidabad direction, and working round Charasiab under cover of the orchard. The camp was struck and all baggage was packed ready for removal. The enemy opened fire about seven o'clock, our troops at first lying under cover, and not replying. The Logaris showing in increased numbers, and several horses of the Guides and Artillery being hit, the baggage and guns were sent back beyond a nullah, near the hill captured by Major White, on the 9th October. A company of the 92nd, under Lieutenant J. P. Napier, and a half company of the Guides occupied the hill, the guns opening fire. After this position had been taken up, no more horses were hit. Three companies of the 92nd held the road to the south, parties of Guides occupying two ruined forts on the right flank, and checking the enemy in the orchards above Charasiab. Colonel Jenkins heliographed news of the attack, and General Macpherson was sent out with a wing of the 92nd, the 45th Sikhs, three companies of the 2nd Goorkhas, four guns of Swinley's mountain battery, 2 guns of a screw battery, and a squadron of the 3rd Punjab Cavalry. General Gough followed with four guns of the F. A. escorted by a wing of the 28th Punjab Infantry, and a squadron of the 9th Lancers. Two squadrons of the 17th Bengal Cavalry were to act in support. Jenkins held his own easily until General Macpherson's arrival at noon. A general advance was then made, the 2nd Goorkhas clearing the orchards of the Logaris, who took to flight, making for the hills on the east and west of the Kushi road. The Guides Cavalry pursued for four miles killing thirty stragglers, while the guns shelled the hills. The enemy's dispersion was apparently complete. Their loss was estimated at 100 killed and many wounded. The whole of the troops returned quietly to Bala Hissar during the day. The forts about Kabul, and the block-houses at Sherpur were manned by the Garrison, as rumours were floating about of the hostile intentions of the Kohistanis.

SIMLA, 27th April.

There are reports that General Ross was engaged on Sunday and beat off the enemy, inflicting considerable loss. All accounts agree that the enemy lost heavily on the 25th at Charasiab. The numbers of killed and wounded vary from 400 to 700. The tribes are still excited in Kohistan and the neighbourhood.

ALLAHABAD, 29th April.

In the action of the 2 th, the Guides lost four killed, twenty-one wounded and had thirty-two horses put *hors de combat*. This is due to the fact that Colonel Jenkins had kept his sowars exposed to the Logaris' fire, to be ready to repel any rush upon his position as he had not enough infantry to form a reserve. The Logaris had breechloaders, and it is believed some Martinis among the number, as Martini bullets dropped among our men. Many sepoys of the Ameer's regiments were engaged at Arganderh, when news of the action arrived. Every man turned out armed, and took possession of Kotal-i-Takht, while messengers were sent to gather together the people of Maidan. When the result of the fight was known, the men dispersed, but have been restless since, and many have sent their families away, buried their treasure, and made preparations for renewed fighting. There is no doubt that great and increasing excitement exists among various sections of the tribes about Kabul, which is due to the movements of our troops at Ghazni, and to the absence of General Ross's force from Kabul. It is believed that the tribes adjoining Khurd Kabul are combining with a view of attacking our outposts on the line of communication. General Arbuthnot's moveable column is in consequence to be concentrated at Jugdulluk.

CABUL, 26th April.

Yesterday at daybreak Colonel Jenkins was attacked near Charasiab. He reported that he was hemmed in by a much superior force and had with him the Guide's Wing, the 92nd Highlanders under Major White, two guns F.A., and about 1,000 men all told. General Macpherson started from Sherpur at half-past nine in support with a detachment of the Goorkhas, the rest of the 92nd and 44th Sikhs, and four guns of Swinley's Mountain Battery. General Hugh Gough followed in reserve with four guns Field Artillery, six companies of Infantry, three Squadrons of Cavalry, of which one was the 9th Lancers. At about one o'clock General Macpherson debouched into the plain of Charasiab. Colonel Jenkins' baggage was posted for safety and shelter on a bluff to the left of our advance, and further on was a steep rocky hill, and on the same side the valley was held by the enemy. Below in the plain was Colonel Jenkins' force, his two guns in action firing from the summit. The Afghans, in a large semi-circle facing and extending to our right flank in the immediate front, whilst there were villages and orchards at the foot of rocky mountains to our right. The presence of the enemy was everywhere discernable by flags set in the ground and presently by continuous puffs of smoke proceeding from the dry ditches which they lined and from little rifle pits and shelter trenches, also from the mud walls of the villages. Colonel Jenkins held his own, and kept them off. General Macpherson at once sent forward Goorkhas supported by Sikhs to our extreme right and they promptly engaged the enemy, the Highlanders holding the hillock in the plain on the left advance of the Goorkhas, and from thence pouring a steady fire into the line of Afghans in front of the villages. The Goorkhas, though warmly engaged, had not one single casualty. Our guns began shelling the villages and the 92nd rapidly advanced, on which the enemy broke and fled in all directions. The Goorkhas followed up the hills to the right. The Highlanders and a few Goorkhas entered the enclosures and orchards of villages and fired from one village, which being immediately captured, the principal men were sent in as prisoners to Sherpur. General Macpherson then ordered part of the 92nd and Swinley's Battery up the ridge in front whence the fugitive enemy were further molested as they swarmed up the steep bare mountain opposite. The casualties of the Highlanders—one killed and eight wounded; our total loss was seven killed and 34 wounded. The Afghan loss was far heavier than ours. In the distance the Guides in the plain were seen executing effective charges on the flying enemy. The whole affair was a complete success and was over by half-past two. Another action was fought near Ghazni on the 22nd, when General Stewart defeated the enemy. The Afghan forces, six thousand strong, are supposed to have been raised by Musky Alam.

SIMLA, Sunday night.

Letters were received on the 29th April at Cabul from General Ross. On Sunday (25th) a large number of the enemy, estimated at one thousand to fifteen hundred, collected on the hills near the camp and fired into it. They were dislodged from the hills with the loss of forty killed. Our loss is one Goorkha killed, and three Goorkhas and a private of the Ninth Foot wounded; all slightly. The roads through Maidan and Logar are still infested by gangs of Ghazis and marauders who stop and search all passengers. The conference of Ghilzai chiefs at Sizni is said to have come to a peaceful decision. General Stewart has sent the Ghazni field force under General Hughes through the Logar Valley to open up communication with Cabul, Sir Donald himself marching with General Ross's force and expecting to reach Cabul on the 2nd May. He was at Arghandeh on the 1st. His main force encamped near Maidan. The Logar people sent a deputation to General Hughes, offering every assistance and claiming his protection. The Logar Valley is reported to be quiet. Musa Khan and Muhammad Jan are said to have arrived at Ghazni, and Abdul Rahman is said to be still at Kunduz. The combination in the Kunar valley is reported to be broken up for the present.

ALLAHABAD, 1st May.

Abdul Rahman, it is stated, has written a conciliatory letter to the representatives of the British Government at Kabul. The letter was brought to Kabul on the 19th of April, at four p.m., by Mir Gholam Hyder, son of Gholam Jan, Khuja Imam Jan, of Parwan, brother of Mir Butcha, and other leading Kohistanis, whom Abdul Rahman deputed. The Sirdar writes professing himself the servant of the British Government, and states he is proceeding to Kabul to tender submission. He trusts the Government will not deem him an opponent on account of his long residence in Russian territory. That the Russian Government have not given him any help whatever either in money or men, but that he received money from the Ameer of Bokhara; that he left Russian territory of his own accord and responsibility that the Turkestan people, including the resident Kohistanis, Logaris, and others, with remnants of the late Ameer Shere Ali's army, have already acknowledged him as sovereign. He then reiterates his readiness to comply with the wishes of the Government, and it appears, although his statement on this point is not sufficiently explicit, that he raises no protest against the severance of certain districts of Afghanistan. He also expresses the conviction that the people of Turkestan generally will gladly accept him as Ameer.

The letter was written at Khinjan, the other side of the Hindoo Koosh, half-way between the hill and Ghor, due south of the Kunduz. The passes leading from Khinjan to Charikar, which are the head-quarters of the Kohistani fraction, will remain blocked with snow till about the middle of May, when it is expected that Abdul Rahman will cross over. It is also stated he has remitted part of the revenue due by the Turkestanis, saying that he would not claim anything before the settlement of the Ameership.

Doubts are entertained at the truth of the statement that Abdul Rahman put Gholam Hyder Khan to death. It is now alleged that Gholam Hyder Khan was condemned, but that Abdul Rahman spared his life at the last moment.

SIMLA, 4th, May.

With reference to Reuter's telegram to-day, regarding the cost of the Afghan war, the papers containing the full information of the facts, so far as is known to the Government, will be issued to you to-day. Sir Donald Stewart reached Kabul on the 2nd May, and assumed command. He reported that all was quiet at Ghazni, and that the tribal gathering has dispersed and Musa Khan has returned to Ghazni, and is with Sirdar Mahomed Alam, who was appointed Governor by Sir Donald Stewart.

ALLAHABAD, 4th May.

The names of the two Sirdars appointed to Kohistan are Wazirzada Afzul Khan, a resaldar in our service, and Ibrahim Khan Bahadoor. Both were on Mr. Lepel Griffin's personal staff. It is believed, though nothing has been said officially, that they will go to Kundus there to interview with Abdul Rahman. If the Kohistanis remain quiet and pass them onwards safely we shall probably not send a force to Istalif and Charikar.

KABUL, 4th May.

There is a report in the city that Mahomed Jan is back again in Ghazni and that Alam Khan, who it was thought would be able to keep order there, has been murdered. For some time past gatherings have been reported in Kohistan at various places. To-day's information seems to show that these forces have now mostly dispersed, and the outlook in that direction is much more peaceable. By way of taking precaution, Mir Butcha is said to have made the Hindoos buy up his land bordering on the Koh Daman at a price of Rs. 16,000 with the agreement that if hunted by the British the bond is to hold good, but that if he can come to terms he will return the money and take back the land. The Logar is reported quiet as as are also Arganderh and Maidan.

KABUL, 5th May.

Abdul Wahab, who fled to Langar, in Wardak, has now returned to Arganderh, his native village. Kila Haji and Tumma are reported as infested by Kohistani robbers, who are plundering all travellers. It is reported that all the near Kohistani gatherings have entirely broken up. Mir Saiad Khan going to Istalif, Sawar Khan to Parwan, and the minor chiefs and followers to their respective homes. Mir Butcha is reported as having gone from Baba Kuch Kar to Farza, *en route* to Turkestan. The ryots of Khoja Mir Saiad and Mir Butcha are said to be in open mutiny, pointing out that they have suffered in the struggle with the British but that their masters have only profited and are keeping the British money to themselves. They threaten to occupy all the Kotals towards Kabul and so bring back the British into the Koh Daman in revenge for their treatment. Sirdar Mahomed Ibrahim Khan and Resalder Mahomed Afzal Khan have gone off to Turkestan on urgent business, and for the next fortnight all in that direction will probably be in a state of quiet expectancy.

A cook who could not make pancakes informed her mistress that she objected, on principle, to fritter away her time.

COMMERCIAL INTELLIGENCE.

THURSDAY, 27th May.

EXPORT CARGOES.

Per steamship *Patroclus*, for London—208,430 lbs. tea, 4 cases silk piece-goods, 155 rolls matting, and 225 pkgs. sundries. For Boston—71 pkgs. chinaware. For New York—10 pkgs. chinaware.

Per steamship *Belgic*, for Yokohama—6,000 bags sugar, 310 bags rice, 710 pkgs. merchandise, 61 pkgs. vermillion 25 pkgs. varnish, 40 slabs tin, 6 casks ginseng. For Chicago—1,119, pkgs. tea and 3 pkgs. merchandise. For Boston—25 cases straw hats. For New York—5,840 pkgs. tea, 277 bales silk, and 13 pkgs. silks. For San Francisco—4,764 bags rice, 135 bags coffee, 42 bags sugar, 48 bags cloves, 4 pkgs. Patna opium, 103 pkgs. prepared opium, 17 pkgs. cassia, 11 pkgs. merchandise, 1 pkg. silks, 5 cases mace, 20 cases nutmegs, 190 empty quicksiver-flasks, 943 bales gunnies, and 1 box treasure ($1,350.25).

EXCHANGE.

ON LONDON.—
Bank Bills, on demand.....3/9⅞
Bank Bills, at 30 days' sight...3/10¼
Bank Bills, at 4 months' sight.3/10½
Credits, at 4 months' sight.....3/10½ to 3/10¾
Documentary Bills, at 4 months' sight .....3/10¾ to 3/10⅞
ON BOMBAY.—Bank, on demand ...228½
ON CALCUTTA.—Bank, on demand 228½
ON SHANGHAI—
Bank, sight 72½
Private, 30 days' sight.....73½

SHARES.

Hongkong and Shanghai Bank Shares—57 per cent. premium.
Union Insurance Society of Canton—$1,400 per share, ex dividend.
China Traders' Insurance Company's Shares—$1,450 per share.
North China Insurance—Tls. 1,075 per share,
Yangtsze Insurance Association—Tls. 720 per share.
Chinese Insurance Company—$297½ per share.
On Tai Insurance Company, Limited—Tls. 138 per share.
Hongkong Fire Insurance Company's Shares—$840 per share.
China Fire Insurance Company's Shares—$230 per share.
Hongkong and Whampoa Dock Company's Shares—5 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$22 per share premium.
Shanghai Steam Navigation Company—Tls. 5 per share.
China Coast Steam Navigation Company—Tls. 100 per share.
Hongkong Gas Company's Shares—$80 per share.
Hongkong Hotel Company's Shares—$66 per share.
China Sugar Refining Company, Limited—$158 per share.
Chinese Imperial Loan of 1874—Nominal.
Chinese Imperial Loan of 1877—Nominal.

SALES REPORTED BY CHINESE.

White Sugar—20 bags, at $5.90, by Min Hing Cheung to travelling trader.
White Wax—5 piales, at $75.00, by Wing Lee Ching to travelling trader.
Almonds—15 bags, at $15.50, by Wing Lee Ching to travelling trader.
Yellow Peas—1,000 piculs, at $1.95, by Chun Cheong to travelling trader.
Vermicelli—25 bags, at $7.20, by Kwong Wo Cheung to travelling trader.
Sugar Candy—40 bags, at $9.25, by Kwong Foong to travelling trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & Co.'s REGISTER.)

May 27th.	
Barometer—9 A.M.	29.960
Barometer—1 P.M.	29.940
Barometer—6 P.M.	29.910
Thermometer—9 A.M.	76
Thermometer—1 P.M.	78
Thermometer—6 P.M.	78
Thermometer—9 A.M. (Wet bulb)	75
Thermometer—1 P.M. (Wet bulb)	76
Thermometer—6 P.M. (Wet bulb)	76
Thermometer—Maximum	78
Thermometer—Minimum (over night)	75

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Antenor (str.)	J. T. Bragg		Butterfield & Swire	On or about 29th inst.
LONDON, via SUEZ CANAL	Orestes (str.)	J. K. Webster		Butterfield & Swire	On or about 5th prox.
LONDON, via SUEZ CANAL	Teucer (str.)	R. T. Power		Butterfield & Swire	On or about 12th inst.
LONDON AND HAMBURG	Ellida	Winters	Hongkong	Vogel & Co.	Quick despatch.
LONDON	Clydesdale	Hatfield		Vogel & Co.	Quick despatch.
NEW YORK	Centennial	Bearse	Hongkong	Vogel & Co.	Quick despatch.
NEW YORK	Palestine	Maynard	Hongkong	Vogel & Co.	Quick despatch.
NEW YORK	Twilight	W. C. Warland	Hongkong	Vogel & Co.	Quick despatch.
NEW YORK	Wm. H. Marcy	Marcy	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	James S Stone	Wester	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	City of Peking (str.)			P. M. S. S. Co.	On 7th prox., at 1 P.M.
SAN FRANCISCO	Llewellyn J. Morse	Ames		Russell & Co.	Quick despatch.
HONOLULU	Spirit of the Age	Williams	Hongkong	Vogel & Co.	Quick despatch.
SAIGON	Decima (str.)	Luthjens	Hongkong	Soy Shing	To-morrow, at 4 P.M.
SAISON	Æolus (str.)	Waugh	Hongkong	Kung Onn	To-morrow, at 5 P.M.
SINGAPORE, BOMBAY, &c.	Thibet (str.)	Ashdown		P. & O. S. N. Co.	On 31st inst., at 5 P.M.
SAIGON, SINGAPORE, &c.	Iraouaddy (str.)	Gauvain		Messageries Maritimes	On 7th prox., at Noon.
BOMBAY, via STRAITS	China (str.)			P. & O. S. N. Co.	On 7th prox.
MANILA	Diamante (str.)	Cullen		Russell & Co.	On 31st inst., at 4 P.M.
MANILA	Gravina (str.)	Echevaria	Hongkong	Remedios & Co.	Quick despatch.
YOKOHAMA	Sunda (str.)			P. & O. S. N. Co.	Quick despatch.
YOKOHAMA, via KOBE, &c.	Niigata-Maru (str.)	Wynn	Hongkong	Mitsu Bishi Mail S. Co.	To-morrow, at Daylight.
YOKOHAMA	Oxfordshire (str.)	Jones		Russell & Co.	Quick despatch.
YOKOHAMA	Lord of the Isles (s.)			Gibb, Livingston & Co.	Quick despatch.
SHANGHAI	Glenorchy (str.)	Hogg	Hongkong	Jardine, Matheson & Co.	To-morrow, at 4 P.M.
SHANGHAI	Gwalior (str.)		Hongkong	P. & O. S. N. Co.	To-day, at 2 P.M.
SWATOW, AMOY, & F'CHOW	Namoa (str.)	Westoby	Hongkong	Douglas Lapraik & Co.	To-morrow, at 5 P.M.
HOIHOW, PAKHOI, &c.	Hainan (str.)	Conner	Hongkong	Russell & Co.	To-morrow, at 6 P.M.
FOOCHOW	Kenmure Castle (s.)	Luck	Hongkong	Adamson, Bell & Co.	On 1st prox., Daylight.

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).

GILMAN & Co., Agents.

Hongkong, 7th July, 1874. [26

SUN FIRE OFFICE.

THE Undersigned are prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.

A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

LINSTEAD & Co., Agents Sun Fire Office.

Hongkong, 1st June, 1878. [26

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [13

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co. Agents.

Hongkong, 27th June, 1872. [16

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

Hongkong, 9th November, 1868. [15

GERMAN LLOYD MARINE INSURANCE COMPANY, LIMITED, OF BERLIN.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co., Agents.

Hongkong, 6th February, 1879. [275

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRT-CLASS RISKS,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co., Agents; Imperial Fire Insurance Company.

Hongkong, 1st March, 1874. [26

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [19

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE OF THIRTY-THREE AND ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT OF TWENTY PER CENT. (20 %) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co., Agents.

Hongkong, 1st January, 1874 [1

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)	Tls. 420,000
PERMANENT RESERVE	Tls. 230,000
SPECIAL RESERVE FUND	Tls. 263,268
TOTAL CAPITAL and ACCUMULATIONS, 8th April, 1880	Tls. 913,268

DIRECTORS.

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. | WM. MEYERINK, Esq.
J. H. PINCKVOSS, Esq. | F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 37, St. Michael's Alley, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the premia paid by them.

RUSSELL & Co., Agents.

Hongkong, 11th May, 1880. [2

INSURANCES.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co., Agents, Royal Insurance Company.

Hongkong, 27th March, 1876. [14

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSSEN & Co., Agents.

Hongkong, 16th November, 1872. [21

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, 27th June, 1872. [17

SWISS LLOYD TRANSPORT INSURANCE COMPANY, WINTERTHUR.

INSURANCES granted on MARINE RISKS to all parts of the World.

MEYER & Co., Agents.

Hongkong, 2nd June, 1879. [935

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.

MEYER & Co., Agents.

Hongkong, 3rd June, 1879. [944

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.

NORTON & Co., Agents.

Hongkong, January, 1876. [8

STANDARD FIRE OFFICE, LONDON.

The Undersigned having been appointed AGENTS to the above Company at this Port, are prepared to GRANT POLICIES against FIRE to the extent of $40,000 on Buildings or on Goods stored therein.

Discount 20 %.

VOGEL & Co.

Hongkong, 1st March, 1878. [25

THE DUSSELDORF UNIVERSAL MARINE INSURANCE COMPANY, LIMITED.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co., Agents.

Hongkong, 14th August, 1878. [22

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents, ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879. [1y1458

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and Manila.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned places.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 1st November, 1871. [606

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY	£1,000,000 Sterling.
OF WHICH IS PAID-UP	£100,000 Sterling.
RESERVE FUND UPWARDS OF	£120,000 Sterling.
ANNUAL INCOME	£250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1868. [18

THE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 600,000; EQUAL TO $833,333.33.
RESERVE FUND ..... $34,132.21.

DIRECTORS.

LEE SING, of the Lai Hing Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
TSZ KAI TUNG, of the Yee Cheong Hong.
LO YEOK MOON, of the Kwong Man Cheong Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.

Head Office, 8 and 9, Praya West.

Hongkong, 14th October, 1878. [1429

NOTICE.

BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.

Bookbinding in every Style, by Competent Workmen on the Premises.

Music bound in Elegant Bindings.

Commercial Binding of every Size and Description, and Account Books ruled to any Pattern.

QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.

"DAILY PRESS" OFFICE, HONGKONG.

VESSELS ON THE BERTH.

FOR SAIGON.

THE Steamship

"DECIMA"

will be despatched for the above Port TO-MORROW, the 29th instant, at 4 P.M.

For Freight or Passage, apply to SOEY SHING, Bonham Strand.

Hongkong, 21st May, 1880. [861

FOR SAIGON (DIRECT).

THE British Steamer

"ÆOLUS,"

Captain Waugh, will be despatched for the above Port TO-MORROW, the 29th inst., at 5 P.M.

For Freight or Passage, apply to KUNG ONN, 58, Praya Central.

Hongkong, 27th May, 1880. [895

FOR MANILA (DIRECT).

THE Spanish Steamer

"GRAVINA,"

Captain Echevaria, will have immediate despatch for the above Port.

For Freight or Passage, apply to REMEDIOS & Co.

Hongkong, 24th May, 1880. [876

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain J. T. Bragg, will be despatched on or about the 29th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd May, 1880. [730

CASTLE LINE OF STEAMERS.

FOR FOOCHOW (DIRECT).

THE Steamship

"KENMURE CASTLE,"

Luck, Commander, will be despatched for the above Port on TUESDAY, the 1st proximo, at Daylight.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 26th May, 1880. [890

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"SUNDA"

will leave for the above place shortly after the arrival of the Steamship "GWALIOR" with the next English Mail.

A. McIVER, Superintendent.

Hongkong, 21st May, 1880.

STEAM TO BOMBAY, VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship

"CHINA"

will leave for the above on MONDAY, the 7th June.

A. McIVER, Superintendent.

Hongkong, 21st May, 1880. [862

FOR HONOLULU.

THE Al British Bark

"SPIRIT OF THE AGE,"

Williams, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, 22nd May, 1880. [873

FOR LONDON AND HAMBURG.

THE 5/6 L. 1 1 German Bark

"ELLIDA,"

Winters, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, 21st April, 1880. [867

FOR LONDON.

THE Al British Ship

"CLYDESDALE,"

Hatfield, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, 20th May, 1880. [853

FOR NEW YORK.

THE Al American Ship

"TWILIGHT,"

W. C. Warland, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, 22nd April, 1880. [690

FOR NEW YORK.

THE Al American Ship

"CENTENNIAL,"

Bearse, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, 9th April, 1880. [618

FOR NEW YORK.

THE Al British Bark

"PALESTINE,"

Maynard, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, 9th April, 1880. [619

FOR NEW YORK.

THE Al American Bark

"JAMES S. STONE,"

Weston, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 26th April, 1880. [710

FOR SAN FRANCISCO.

THE Al American Ship

"LLEWELLYN J. MORSE,"

Ames, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 26th April, 1880. [709

FOR NEW YORK.

THE Al American Ship

"WM. H. MARCY,"

Marcy, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 26th April, 1880. [711

THE TOURIST'S GUIDE.

REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.

The Daily Press Office.

VESSELS ON THE BERTH.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO YOKOHAMA, VIA KOBE AND INLAND SEA.

THE "NIIGATA-MARU," Captain WYNN, will be despatched as above on SATURDAY, the 29th May, at Daylight.

Cargo received on board and Parcels at the Office up to 3 P.M. of the 28th May.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken; otherwise they will not be recognized.

RATES OF PASSAGE.

To KOBE ..... Cabin $60, Steerage $15.
To YOKOHAMA and NAGASAKI ..... Cabin $75, Steerage $20.

A REDUCTION is made on RETURN CABIN PASSAGES.

Cargo and Passengers for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's Offices, No. 50A, Queen's Road.

Hongkong, 17th May, 1880.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "THIBET," Captain ASHDOWN, will leave this on MONDAY, the 31st May, at 5 P.M.

For further Particulars, apply to A. McIVER, Superintendent.

Hongkong, 21st May, 1880.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES; ALSO, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON MONDAY, the 7th day of June, 1880, at Noon, the Company's Steamship "IRAOUADDY," Commandant GAUVAIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon, and Cargo will be received on board until 4 P.M.; Specie and Parcels until 3 P.M. on the 6th of June, 1880. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th May, 1880.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U.S. Mail Steamer "CITY OF PEKING," will be despatched for San Francisco, via Yokohama, on MONDAY, the 7th June, 1880, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

A REDUCTION is made on Return Passage Tickets.

Freight will be received on board until 4 P.M. on the 6th May. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9

EXTRACTS.

THE BELLS OF LYNN.

When the eve is growing gray, and the tide is rolling in,
I sit and look across the bay to the bonny town of Lynn;
And the fisherfolks are near,
But I wis they never hear
The songs the far bells make for me, the bonny bells of Lynn!

The folks are chatting gay, and I hear their merry din,
But I look and look across the bay to the bonny town of Lynn;
He told me to wait here
Upon the old brown pier,
To wait and watch him coming when the tide was rolling in.

Oh, I see him pulling strong, pulling o'er the bay to me,
And I hear his jovial song, and his merry face I see;
And now he's at the pier,
My bonny lave and dear!
And he's coming up the sewashed steps with hands outstretched to me.

O, my love, your cheek is cold, and your hands are stark and thin!
O hear you not the bells of old, the bonny bells of Lynn?
O, have you naught to say
Upon our wedding day?
Love, hear you not the wedding bells across the bay of Lynn?

O, my lover, speak to me! and hold me fast, mine own!
For I fear this rising sea, and these winds and waves that moan!
But never a word he said!
He is dead: my love is dead!
Ah, me! ah, me! I did but dream, and I am all alone,
Alone, and old and gray; and the tide is rolling in;
But my heart's away, away, away, in the old grave-yard at Lynn!

—*Temple Bar.* FRED. E. WETHERLY.

THE ANDES.

The Times correspondent under date of Arequipa, Dec. 10th, says:—I have made my acquintance with the Andes. I have twice reached the summit of the Cordillera, and stood at heights between 16,000 and 17,000 feet (somewhat above the tops of Monte Rosa and Mont Blanc), where the waters which flow into the Pacific ocean part from those which find their way across a vast continent to the shores of the Atlantic.

The mere name of "the Andes" tasks from earliest youth all the active faculties of a man's imagination. Passionately fond, as I always was from native instinct, of mountain scenery, even while revelling on the beauties of the Apennines, the Alps, or the Pyrenees, I, with the same eagerness with which Virgil, from what he knew of his Provincial Mantua, evolved his idea Metropolitan Rome, from what I saw near home, for many years endeavoured to conjure up before my mind's eye the image of what might be this remote mountain chain, which was then held to be the loftiest, and which is still the longest, and in many respects the greatest, in the world.

Behold me now at home in the Andes! A journey which till lately would have taken months of toil and danger is in our days accomplished by a few hours of easy and perfectly safe railway travelling. I set out from Lima on a Wednesday afternoon by a special engine on the Oroya line, and arrived before evening at the Matucana station, 101 kilometres from Callao, and 2,374 metres above the level of the sea. I proceeded early on the following morning to Chicla, the furthest spot which the railway has hitherto reached, 140 kilometres from Callao, and 3,710 metres above the sea level. At Chicla I took horses, and by a four or five hours' ride came to the summit of the Pass, 169 kilometres from Callao, and at a height of 4,896 metres (about 16,300 English feet) above the sea, and 838 feet above the uppermost 3,849 feet long tunnel, which the line is intended to reach, and to which the earthworks have already been extended. I travelled under the best auspices. I had with me three wise guides and instructors, M. Ernest Malinowski, a Pole, the chief-engineer who planned and executed all the works of the line; Mr. Cilley, its general superintendent; and Signor Antonio Raimondi, an Italian, for many years a resident of Peru, and more learned in the mineralogy, geography, history, and economy of the country than any native Peruvian. These gentlemen, as they were the most useful, so they proved also the most courteous, obliging, and genial companions.

The Andes, as the reader knows, constitute an uninterrupted Cordillera, or mountain chain, or net of chains, stretching all along the South American continent, from Terra del Fuego and the Straits of Magellan, in the extreme south, to the sea-board of Colombia and the Caribbean Sea, adjoining the Isthmus of Panama, in the north. Its length is (from latitude 10 deg. N. to 56 deg. S.) 66 degrees, about 4,590 miles; and it runs from north to south, close to the Western or Pacific shore, falling on this side in precipitous ridges and through narrow rocky glens, almost close to the water's edge, while it slopes with gentler declivity on the other side, forming broad valleys, and traversing vast plains, all its waters joining in three great streams, the Orinoco, the Amazon, and the Parana or Plate.

Between the mountains of the Old World and those of the American continent there is this main difference, that, while most of the great chains in Europe, Asia, and Africa run from east to west, nearly all those of North or South America run from north to south. By this peculiarity the climate and the very aspect of the two continents are in a great measure affected. The chains that separate Central from Southern Europe, the Pyrenees and the Alps in all their offshoots as far as the Balkans, act as so many fencing walls, checking the impetuosity of the winds, and tempering the heat and cold of each region so as best to fit it to the exigencies of the vegetable and animal life which it was destined to develop. In Italy, for instance, the Alps protect Piedmont and Lombardy from the extreme rigour of German frosts; and a journey from Milan or Turin to Genoa in the winter months, owing to the shelter of the interjacent Apennines, is often suggestive of a sudden transition from the Poles to the Tropics. In Spain, a country crossed from east to west by five parallel sierras, the change of climate is equally perceptible at each successive zone and at a few miles' interval, and the progress of heat and cold does thus pretty fairly keep pace with the scale of latitude.

America, it might almost be said, has no climate at all. Here, in this Southern continent, the same wind from the South Pole blows throughout the year, fresh and keen, all along the coast; so fresh and keen that on the sea or close to it the vertical sun of the Tropics loses all its power even at noon, and the long equatorial night has a chill which renders it unsafe as well as uncomfortable to sleep in the open, and unwise and almost impossible to dispense with heavy blankets.

There is a warm and moist, generally unhealthy, rainy season in the West Indies, along that part of the coast which bears the name of the Spanish Main, and, as a rule, wherever the influence of unimpeded sea air is felt. But on this western coast of South America the vapours that would be wafted up to it from the Pacific are met by the perennial breezes which, as I said, come up from the Pole, and they are driven upwards till they reach the summit of the mountain wall of the Andes, where, condensed by the cold of that lofty region, they fall in copious rain, drenching and fertilizing the eastern water-shed, passing over the western slope, and leaving it untouched, arid, barren and desolate. For the six winter months in the year, what in the West Indies is the rainy season is here the season of clouds and fogs. We have the constant threat of rain with hardly ever a drop of it, and the sun, that breaks out in pale glimpses towards noon, is seen but not felt. This is especially the case with Peru, the coast of which, projecting westward in all its length from Arica to Peyta, is more immediately exposed to the polar wind and more unmercifully searched and blighted by its blast. That its climate, as a tropical one, may be all the better for this, is very possible; and, indeed, there is no fault to be found with it on the score of human health; but it is dull and gloomy and doomed to perpetual drought. There is no moisture or dew in the land, and consequently no vegetation, or only that which is fostered by the scanty rills creeping through the sand and stone of their narrow, glens, and only breaking down, torrent-fashion, when the thaw of the perpetual snows of the Cordillera sets in in good earnest in the summer months.

On the other side of the mountains, across the Cordillera, or rather the several parallel lines of Cordilleras, and across the table-land which spreads far and wide between them, one comes to the so-called "*Montana*," or Eastern slope of the Andes, "nearly," as it has been described, "an unknown, impenetrable forest, with rosewood, mahogany, calisaya, rubber trees, coffee, cocoa, and coca bushes, a land of unequalled fertility, drained by the principal sources of the Amazon."

Without this short preface on the general physical conditions of the country, I could hardly have ventured on a description of the impression I received from a view of the Andes. The railway which comes up from Callao to Lima runs along the banks of the Rimac, a mountain stream, the valley of which, after leaving the last town bridge, gradually widens and expands into a plain, blooming with rich tropical vegetations, and cultivated in slovenly patches by the kitchen gardeners who supply the capital with fruit and vegetables. Before we reached Santa Clara, 29 kilometres from Callao, we passed a cotton plantation and a sugar-mill, the latter of which I visited, and which seemed to me a very creditable establishment, supplied with every new contrivance of American machinery, consuming the produce of three large adjoining estates, employing 200 well-fed and apparently healthy and contented Chinese labourers, and turning out fine, white, well-granulated and crystallized sugar, of a better quality than I ever found in any of the grandest Cuban *Ingenios*. As far as Chosica, 55 kilometres from Callao, the line ascends straight and smooth, gradually attaining a height of 895 metres. The hills close in on all side sides, every trace of vegetation, except on or very near the bed of the river, disappears, and the valley assumes that bare, bleak, savage aspect that characterizes it to the very summit. The mountains are huge rugged masses, mostly round, and all very steep and precipitous, yet seldom perpendicular, and their sides are here and there seamed with deep chasms, here called *quebrados*, bearing a resemblance to dry water-courses, though few of them can boast a thread of water; and they must be the result of convulsions, floods, or eruptions of which there hardly remains any distinct and authentic account in men's memory. Near the opening of many of these glens one can descry ruins of buildings, hamlets, or cemeteries, very puzzling to the ingenuity of archæologists, but which seem to have belonged to native races in existence before period of the Incas, when the western slope of these mountains is supposed to have harboured a larger population than it ever afterwards numbered. A little above Chosica the valley divides into two branches, one of which on our left, bears the name of St. Eulalia, while the one we followed, on the right, is the main valley, and its river is called the Rimac to the summit. Soon after entering the narrow dell, at San Pedro, Sta. Ana, and Cocachacra, begin the difficulties the engineer's art had to contend with. The railways was first projected in 1862, when the primitive notions that the locomotive could only run in straight line and on perfectly level ground had not altogether become obsolete—at least, in these remote regions of South America. Thy were the ideas of the geographer, MacCulloch, who, in 1838, still contended that in matter of railways it was "impossible to depart from the principles established by the contractors of the Manchester and Liverpool Railway." Since then the achievements of the Giovi between Turin and Genoa, those of the Sömmering between Trieste and Vienna, and others, still more stupendous, had shaken such old-world prejudices. Still a railway line which should compass and cross the crest of the Andes, 15,000 or 16,000 feet above the level of the sea, seemed to me even at the present day something fabulous; and as before I saw it I looked upon such a feat as something above the engineer's skill, so, after seeing it, I came to the conclusion that there is actually nothing that skill may not achieve, and that, could any Titan pile Pelion upon Ossa, and both on Olympus, nothing could prevent the locomotive from reaching the steps of Jupiter's throne.

The general opinion now is that wherever a man has made a path he can make a railway. But man's paths across a mountain-chain usually follow the course of the waters, and as a path—the shortest across the Andes—from time immemorial led up from Lima to the summit along the Rimac, it was along the Rimac that the locomotive had to run up. But the Rimac, which has only a gradual fall of 3 to 5 per cent. in its lower course, comes down in cataracts of 10 to 12 cent. in the upper region, and the valley is throughout so narrow and abrupt as barely to make room for more than the stream and the path between the huge mountain masses that bulge and crowd tower upon it on all sides.

To satisfy one's self that the works through which such obstacles were overcome are truly Titanic, it will be enough to state that, while from Callao to Oroya the distance in a straight line is only 145 kilomètres, the railway follows a course of 219 kilomètres, 74 of these being thus taken up by the windings and turnings, the zig-zags and tourniqests, the bridges and viaducts, the straig, curved, and horse-shoes-shaped tunnels—61 tunnels—to which the engineer had recourse to advance on his heavenward path. And from St. Bartolomé to Oroya, where the direct distance was only 77 kilomètres, but where the difficulties to be overcome were most formidable, the railway has to go over 144 kilomètres of ground, nearly double the extent of the footway having to be run over by the rail in obedience to the necessities of the ground itself. But it observed also that the iron road is an uninterrupted upward slope from end to end, the gradients being seldom less than 3, and never more than 4 per cent.; so that, although the ordinary trains from Callao to Chicla employ seven or eight hours to get over the 140 miles' distance, a special engine, or a "handcar" without engine, can run down from Chicla to Callao in little more than two hours, notwithstanding frequent stoppages at swing-table on some of the turnings, going at the rate of 50 to 60 miles an hour "in perfect safety." This descent I achieved myself, on my journey back, all the way from Chicla to Matucana, under the pilotage of Mr. Cilley; and, in spite of all assurance of "perfect safety," a somewhat nervous feat it seemed to me.

The "handcar," a light, small, and low railway truck, with two low-backed seats and room for two in each, moving with the ease of a chariot in the so-called "Montagnes Russes," upon a gentle push from behind acquires, after a few yards slope, a *momentum* of which it would be awful to foretell the consequences were it not for the "breaks" with which it is supplied like an engine, and by which the driver has power to pull up in a few seconds and within a few yards of any point he may reach in his headlong career. But the driver himself, being human, delights in that entrancing rapidity of motion, and is soon almost unconsciously swayed by the fiery instincts of a racing horse. Away you go along this curve, away you tear round that corner, away you rush and dash from turning to turning, through this cutting and through that tunnel, with your face barely one foot from the hard-jagged rocks of the cutting on your right, and your knees barely one foot from the brink of the dizzy precipice on your left; down you plunge into the pitch-dark tunnel, yourself without a light, without a "cow-catcher," without a bell or whistle to scare away the stray cattle that often run to it for shelter; away you go, neck or nothing, till all your terrors are shaken from you, and you become a convert to the "perfect safety" doctrine; or till, with a fatalist's sullen courage, you almost urge the driver to more speed, as if thinking that if there is to be a smash it may just as well be now as by-and-by.

Not a little of the savage grandeur of the scenery through which the way is carved would pall upon us from its sameness were it not for the sense of the power man's genius has put forth in its contest with the most portentous works of nature. Here you have the gallant little special engine rattling up at full speed against a maze of huge rocks, where you absolutely see no issue, when she suddenly backs, and threads her way on a higher zig-zag path on the right, then on another still higher zig-zag path on the left, and so on for four or five zig-zags and as many tunnels one above the other on on the same mountain-side, the track which you are to follow with all its windings and turnings and its tunnel-mouths being visible before you and above you at an immeasurable height, and that which you have just left yawning in your rear at an unfathomable depth beneath; and you feel that your progress is along an immense staircase, of which the invisible summit may reach heaven, and the bottom be lost in the abyss.

From one mountain to the other you cross over fearful chasms like that of Verrugas, where the glen and torrent of that name are spanned over by an iron bridge 525 feet in length, at a height of 252 feet; or like the gap of Infernillo, where the main stream breaks through two perpendicular walls of solid rock, 1,500 feet high, the train crossing from wall to wall, out of the tunnel on one side into the tunnel on the opposite side, over a bridge 160 feet long, suspended in mid-air 165 feet above the churning cataract.

The very swiftness with which you are whirled along that dismal mountain scenery doubtless adds to its grandeur by crowding together the objects in a kind of phantasmagorial confusion, and throwing in that element of terror which lies at the root of all sublimity. When we alighted at Chicla, and taking to the saddle we proceeded at a foot's pace to the summit, I was better able to analyze my sensations, and to take a more sober view of the real character of this Andean region. The mountains around me were, and had been all along my progress, certainly very high; but in proportion as they rose I also reached a greater altitude; the walls of rock that seemed to crush me on all sides were more or less of the same dimensions, and if now and then through that wilderness of cliffs and crags and ravings I caught here a glimpse and there another of the loftiest peaks, there was little either in their size or shape to appal the senses or to stir the imagination. It was only rock, mostly bare gray rock everywhere without relief or fore-ground; volcanic formation, solid at the core, slightly crumbling on the surface; round shapes, steep enough to be almost inaccessible, yet only in rare instances assuming the picturesqueness of bold perpendicular lines.

Even on the summit, near the limit of perpetual snows, and where the ground lay somewhat more open before me, the scene was rather bleak than grand; the mountains of which I trod the skirts did not rise more than 2,000 feet or 3,000 feet above me; snow lay in the clefts between their aiguilles and pinnacles of rock, and a great sheet of ice, a veritable glacier, slid down the straight slope, of one of them; while in others, further off, the snow lay in a compact mass as far as eye could reach; but there had been nothing in my progress to prepare me for the wildness of that upper region by the contrast of the amenity of the lower grounds. From the moment I had left Lima I had seen nothing but rock; here I saw nothing but rock and snow. The fringe of green vegetation, which, as I said, lined the banks of the stream and a few fortunate glens through which a rill trickled, dwindled and withered at a height of 9,000 or 10,000 feet. The little station gardens, coaxed up with some care at Chosica, San Bartolome, Matucana, &c., ceased altogether at Chicla, for it is the peculiar misfortune of the Andes on this western side that on the skirts, near the sea, and for miles inland, where no rain falls, nothing grows; while on the upper grounds, where sometimes rain is plentiful, the air is too keen and cold for even the most dwarfish and most stunted vegetation to thrive. The mountain on this side is a wilderness, not indeed without its oases, but these are not sufficiently frequent and conspicuous to redeem the prevailing barrenness; and the traveller, fatigued by the dreary sameness, is compelled to declare that even if the Andes can at their summits boast twice the loftiness and real sublimity of the Alps, they have not, on their western slope, one-tenth of the variety, of the beauty, and the loveliness of the Alpine valleys.

A TRADESMAN'S PRACTICAL JOKE.

A Cape paper of the 24th ult. says:—Yesterday a fruit dealer in Market Square, incensed at the liberties taken by the loafers with his ware displayed at the door, placed half a gallon of Cayenne pepper in a basket, labelled it "New Zealand Cherries," and hung it in a conspicuous place in front of his stand. In a few minutes a next door merchant sauntered up, inquired how trade was, picked up a New Zealand cherry, placed it in his mouth, and suddenly left to attend to a customer. The Rev. Dr. Bolly next rounded to, observed that the yellow-fever news from Memphis was not very encouraging this morning, and—ah! it had been years since he had eaten a New Zealand cherry; whereupon he ate one, remarked that it was superb, wiped his weeping eyes on his coat sleeve, supposed that New Zealand was getting warmer every year, wished the dealer good morning, and departed, lamenting the growing weakness of his eyes in the sunlight. A chronic dead-beat then came up, took a mouthful of cherries, spluttered them out, with an imprecation, all over the fruit, stuffed a pear, a banana, and a bunch of grapes into his mouth to take out the taste, informed the dealer that he would have him prosecuted for keeping green fruit, and went down the street to the pump. A lady with two children next appeared, stopped to admire the cherries, asked if she might not taste of them—she had never seen any before supplied the children, and walked away—walked away with a face fiery, with scorn and anger; while the children set up a howl that brought all the people to the doors and windows, and drove all the policemen off the street. Thus the fun went on all the morning. The fruit dealer never laughed so much in his life. The occupants of the adjacent and opposite stores and a shoal of small boys soon learned what was up, and watched and joined in a ringing roar as each new victim tried cherries. Finally, a solemn-looking countryman lounged up, inquired the price of them 'are New Zealand cherries, invested in a pint, put one in his mouth, took it out again, gave the fruit dealer a lingering look of mild reproach, pulled off his coat, and "waded into" him. When he left, the fruit man with tendencies to practical jokes had a blue eye, a red nose, a purple face, a sprained wrist, and several bushels of fruit scattered round among the small boys, while the ringing roar of laughter was going up from the lookers-on.

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 27TH MAY, 1880.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.85 to 3.10
American Drills, 15lbs., per piece	$3.00 to 3.05
Cotton Yarn, No. 16 to 24, per 400 lbs.	$98.00 to 108.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$103.00 to 118.00
Cotton Yarn, No. 36 to 42, per 400 lbs.	$118.00 to 124.00
Cotton Yarn, Bombay	$84.00 to 84.00
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.00 to 3.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.70 to 2.75
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.65 to 1.70
Grey Shirtings, 8 lbs., per piece	$1.95 to 2.15
Grey Shirtings, 8½ lbs., per piece	$2.35 to 2.45
Grey Shirtings, 9 lbs., per piece	$2.85 to 2.95
Grey Shirtings, 10 lbs., per piece	$3.20 to 3.35
Grey T. Cloths, 24yds. & 32in. 6lbs. p. pe.	$1.30 to 1.45
Grey T. Cloths, 24yds. & 32in. 7lbs. p. pe.	$1.55 to 1.80
Grey T. Cloths, 24yds 36in 8lbs. XQ p. pe.	$1.90 to 1.95
Grey T. Cloths, 24yds 36in 8lbs. QL p. pe.	$2.10 to 2.15
Grey T. Cloths, 24yds 36in 8lbs. XX p. pe.	$2.70 to 2.75
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.72 to 0.75
Handkerchiefs, Light Red, per dozen	$0.75 to 0.77
Turkey Red Shirtings, 3 lbs., per piece	$2.30 to 2.40
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 69 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 900 reed, per piece	$3.65 to 3.70
White Shirtings, 7,000 reed, per piece	$3.40 to 3.45
White Shirtings, AA, per piece	$1.75 to 1.85
White Shirtings, EF, per piece	$5.70 to 5.75
White Shirtings, MG, per piece	$4.47 to 4.50
White Shirtings, SL, per piece	$6.10 to 6.15
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.95 to 4.25
Blankets, 9 lbs., per pair	$4.65 to 4.75
Blankets, 10 lbs., per pair	$4.95 to 5.25
Blankets, 12 lbs., per pair	$6.15 to 6.30
Camlets, SSS, per piece	$14.50 to 15.00
Camlets, SS, per piece	$14.80 to 15.00
Camlets, S, per piece	$15.40 to 16.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.00 to 16.40
Camlets, LLL, per piece	$14.50 to 15.00
Long Ells, MM Scarlet, per piece	$8.30 to 8.35
Long Ells, MM Assorted, per piece	$8.30 to 8.35
Long Ells, HH Scarlet, per piece	$8.30 to 8.35
Long Ells, HH Assorted, per piece	$8.20 to 8.25
Long Ells, H Scarlet, per piece	$8.40 to 8.45
Long Ells, H Assorted, per piece	$7.95 to 7.82
Lastings, DD, per piece	$12.50 to 13.20
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Rod, per picul	$3.40 to 3.60
Iron, Hoop, per picul	$3.80 to 3.85
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.75 to 6.80
Lead, WB, per picul	$6.40 to 6.45
Lead, LB, per picul	$6.30 to 6.35
Lead, Holo Chop, per picul	$6.30 to 6.35
Quicksilver, English, per picul	$61.00 to 61.30
Quicksilver, American, per picul	$61.20 to 61.50
Steel, English, per tub	$4.35 to 4.40
Steel, Swedish, per tub	$4.65 to 4.75
Sheathing Metal, per picul	$22.00 to 22.50
Spelter, per picul	$7.75 to 7.80
Tin, Malacca, per picul	$37.60 to 38.80
Tin, Plates, per box	$7.75 to 7.85

PRODUCE.

Almonds, per picul	$16.50 to 17.00
Alum, 1st quality, per picul	$1.55 to 1.65
Alum, 2nd quality, per picul	$1.45 to 1.55
Bark, Siam, per picul	$0.83 to 1.10
Bark, Camphor, per picul	$15.30 to 15.40
Bêche de Mer, per picul	$30.00 to 35.00
Bees Wax, Japan, White, per picul	$17.50 to 17.30
Bees Wax, Haukow, Yellow, per picul	$14.00 to 46.50
Bees Wax, White, per picul	$8.50 to 81.50
Birds' Nests, 1st quality, per picul	$1,650 to 9,550
Birds' Nests, 2nd quality, per picul	$350 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.00 to 8.00

PRODUCE.

Camphor, packed, per picul	$22.50 to 23.50
Camphor, Barcos, clean, per picul	$3,500 to 3,600
Camphor, Refuse, per picul	$1,300 to 1,350
Cardamoms, Superior	—125 to 155
Cardamoms, Inferior, per picul	$26.00 to 26.50
Cloves, per picul	$44.00 to 45.00
Coals, Allost, per ton	— to —
Coals, English steam, per ton	$19.25 to 19.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$21.00 to 22.50
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$22.50 to 23.00
Cotton, Bombay, per picul	$15.30 to 18.00
Cotton, Calcutta, per picul	$17.00 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.00
Cotton, Shanghai, per picul	$18.00 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.50 to 17.80
Cotton, Tungchow, per picul	$16.50 to 16.00
Cotton Seeds, Saigon	$4.10 to 4.20
Cotton Seeds, Siam	$4.20 to 4.30
Cuttlefish, Japan	$22.00 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chinchow, per picul	$27.50 to 29.00
Dates, Black, per picul	Tls. 3.45 to 3.45
Dates, Red, per picul	Tls. 2.95 to 3.05
Dried Lily Flowers	$8.85 to 9.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs	$1.38 to 1.81
Flour, American, per barrel of 100 lbs	$3.95 to 4.10
Flour, American, per barrel of 200 lbs	$6.95 to 7.10
Fungus	$45.00 to 48.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul	$200 to 225
Ginseng, American, 2nd quality, p. picul	$160 to 210
Hams, Ordinary, per picul	Tls. 17.00 to 18.00
Hams, Superior, per picul	Tls. 29.50 to 31.00
Hemp, Haukow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$36.00 to 45.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.00
Melon Seeds, 2nd quality, per picul	$4.20 to 4.50
Mushrooms, per picul	$33.00 to 46.50
Mussels, Dry Siam large, per picul	$11.00 to 11.55
Mussels, Dry Siam middle, per picul	$8.55 to 8.70
Mussels, Dry Siam small, per picul	$7.45 to 7.70
Pea Oil, per picul	Tls. 5.10 to 5.15
Peas, White, per picul	$2.10 to 2.15
Peas, Green, per picul	$1.93 to 2.05
Peas, Black, per picul	$1.95 to 1.98
Peas, Yellow, per picul	$2.05 to 2.03
Peas, Green Beans, per picul	$1.93 to 1.95
Pearl Barley, per picul	$6.50 to 7.80
Potatoe Flour, per piculs	Tls. 1.60 to 1.65
Patchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,600 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$2.10 to 2.12
Rice, Siam, No. 2, per picul	$2.04 to 2.06
Rice, Siam, milled No. 1, per picul	$1.96 to 1.98
Rice, Siam, milled No. 2, per picul	$1.62 to 1.64
Rice, Saigon, No. 1, per picul	$1.37 to 2.00
Rice, Saigon, Hemp bags	$1.79 to 1.84
Rice, Saigon, Straw bags	$1.75 to 1.77
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$6.25 to 6.35
Seaweed, Green, per picul	$2.95 to 3.00
Seaweed, Cut, per picul	$3.10 to 3.40
Sesamum, White, per picul	$4.35 to 4.75
Sesamum, Black, per picul	Tls. 2.75 to 5.35
Sharkfins, per picul	$35.00 to 30.00
Shellfish, Japan, per picul	$27.00 to 28.60
Shellfish, California, per picul	$8.50 to 9.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$6.85 to 7.25
Pepper, White, per picul	$15.00 to 16.00
Pepper, Black, per picul	$9.55 to 9.75
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Bangar, per picul	$4.35 to 4.00
Sandal Wood, Malabar, per picul	$3.45 to 3.65
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.65 to 1.75
Sapan Wood, Siam, per picul	$1.95 to 2.05
Sugar, Shek-lung, White, No. 1, p. picul	$8.20 to 8.90
Sugar, Shek-lung, White, No. 2, p. pic.	$6.65 to 6.75
Sugar, Shek-lung, Brown, per picul	$5.05 to 5.15
Sugar Candy, Shek-lung, per picul	$9.30 to 10.50
Sugar Candy, Foochow, per picul	$11.50 to 12.00
Sugar Candy, Swatow, White, per picul	$7.85 to 8.15
Vermicelli, Tientsin, per picul	$6.80 to 7.60
Walnuts, per picul	$5.25 to 5.30
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.13
Wood Oil, per picul	Tls. 6.85 to 6.40
Window Glass, per box	$3.35 to 3.45

SHIPPING IN THE CHINA WATERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.						
STEAMERS.						
Æolus	May 23	Waugh	Brit. str	392	Jardine, Matheson & Co	
America	May 7	J. Mooney	Brit. str	568	Birley & Co	
China	Apr. 14	Ackermann	Ger. str	648	Siemssen & Co	Shanghai
Chinkiang	May 15	S. M. Orr	Brit. str	799	Siemssen & Co	Shanghai
Claverhouse	May 25	Brown	Brit. str	768	Meyer & Co	
Dale	May 19	Thompson	Brit. str	642	Yuen Fat Hong	Bangkok
Danube	Apr. 26	Clanchy	Brit. str	561	Yuen Fat Hong	Bangkok
Decima	May 17	Luthjens	Ger. str	1154	Soey Shing	Saigon
Glenorchy	May 27	B. Quartly	Brit. str	1974	Jardine, Matheson & Co	
Gravina	May 22	Echevaria	Span. str	367	Remedios & Co	
Gwalior	May 27	Babot	Brit. str	1719	P. & O. S. N. Co	Shanghai
Hainan	May 26	Conner	Amr. str	381	Russell & Co	Hoihow
Hongkong	Nov. 9		Brit. str		Kwok Acheong	
Ichang	—	J. Ogston	Brit. str	700	Butterfield & Swire	Canton
KenmureCastle	May 6	J. Luck	Brit. str	1068	Adamson Bell & Co	
Kiu-Kiang	—	T. Bonning	Brit. str	1061	H.C. & M. Steamboat Co	Canton
Malabar	Apr. 8	Gauld	Brit. str	1242	Captain	
Meath	May 17	Johnson	Brit. str	1337	Vogel & Co	
Namoa	May 26	Westoby	Brit. str	864	D. Lapraik & Co	Coast East
Niigata Maru	May 23	Wynn	Jap. str	1096	Mitsu B. M. S. S. Co	Yokohama
Norna	May 31		Brit. str	600	Kwok Acheong	Repairing
Ocean	May 20	Webber	Brit. str	1034	Russell & Co	
Pendo	May 21	Cain	Brit. str	652	Geo. R. Stevens & Co	
Powan	—	A. C. Carey	Brit. str		H.C. & M. Steamboat Co	Canton
Radnorshire	Apr. 23	Davies	Brit. str	1251	Adamson, Bell & Co	
Sea Gull	Mar. 24	Hayden	Amr. str	48	C. Traders' Insurance Co	
Serapis	May 22	S. F. North	Brit. str	1270	Melchers & Co	
Thales	Dec. 26		Brit. str	820	Jardine, Matheson & Co	Repairing
White Cloud	—	A. Bonning	Brit. str	652	H. C. & M. Steamboat Co	Macao
Yot-sai	—	D. Browne	Brit. str	250	Kwok Acheong	Macao
SAILING VESSELS.						
Alex. Newton	May 20	Newton	Brit. bk	308	Captain	
Anna Bertha	May 19	Krause	Ger. bk	468	Siemssen & Co	
Canton	May 5	Knudson	Siam. sh	779	Yuen Fat Hong	
Catalina	May 7	Austin	Boli. bk	794	Captain	
Centennial	May 16	Bearse	Amr. sh	1287	Vogel & Co	New York
Charité	May 20	Rouillac	Fren. bk	256	Carlowitz & Co	
China	Apr. 29	Boysen	Ger. sch	176	Arnhold, Karberg & Co	
Cuba	May 20	Stabell	Brit. bk	320	Ed. Schellhass & Co	
Ellida	Apr. 13	Winters	Ger. bk	555	Vogel & Co	London
Eliza Hawley	Mar. 23	Turkey	Brit. bk	336	Melchers & Co	
Georgina	Apr. 25	Fraser	Brit. bk	315	Wieler & Co	
Hamburg	May 7	Kroge	Ger. bk	349	Ed. Schellhass & Co	
James S. Stone	Apr. 3	Weston	Amr. bk	701	Russell & Co	New York
Janet	May 21	Henry	Brit. sch	211	Chinese	
Josefa	May 4	Horstmann	Ger. bk	215	Melchers & Co	
L. J. Morse	May 13	P. B. Ames	Amr. sh	1400	Russell & Co	S. Francisco
McNear	May 27	Taylor	Amr. sh	1308	P. & O. S. N. Co	
Marie Louise	May 26	Erichsen	Ger. bk	441	Wieler & Co	
Nautilus	Apr. 1	Thomson	Ger. bk	725	Carlowitz & Co	
Palestine	Apr. 2	Maynard	Brit. bk	598	Vogel & Co	New York
Paul Marie	May 1	Gaillard	Fren. bk	324	Carlowitz & Co	
Pizarro	May 21	Jackson	Brit. sh	1357	Borneo Co	
Spartan	Aug. 27	Vincent	Amr. sch	81	W. H. Ray	
Spirit of the Age	Apr. 19	Williams	Brit. bk	347	Vogel & Co	Honolulu
Twilight	Mar. 8	Warland	Amr. sh	1303	Vogel & Co	New York
W. S. Shing	Feb. 5	Scott	Chi. sch	469